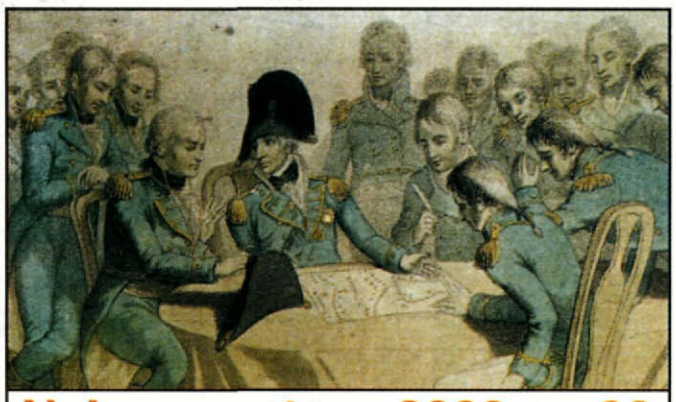
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Taste of adventure for rescue teams in 'Sorbet Royal' – p27



Nelson on tour 2002 – p39

Bandit's back for some fun in the sun! – p2



RESERVES SET TO REACT IN FORCE

Absolutely fabulous day for Joanna and Frank

Ab Fab star Joanna Lumley joins Cadet Frank Gillette of Stoke Newington unit TS Stoke to welcome the Queen to the Golden Jubilee Awards ceremony at the Royal Academy of Arts. See also page 12.

Picture: David Ellis



AS THE withdrawal of the Royal Marines from the campaign against terror in Afghanistan was announced last month, ideas for rapid reaction forces of Reservists to deal with what are now being described as "asymmetric" attacks on the UK were being discussed at the Ministry of Defence.

While the Royal Navy will continue its patrols in the Gulf region, the changed nature of the security threat, with the deployment by terrorists of chemical, bilogical, radiological or even nuclear devices against the civilian population could, it is argued, involve the Reserves taking on an extra role in home defence and security.

As part of a "new chapter" to the Government's Strategic Defence Review, Reaction Forces of around 500 Volunteer Reserves could be established in each region of the UK, able to be called upon at short notice to help police and civil authorities in "an impending or actual crisis".

The Army's regional brigade areas would generally be used to this end – but there might be areas, depending on the numbers of personnel available, where the Royal Navy would take the lead..Individuals, who could be from any of the Volunteer Reserves of the Royal Navy, Royal Marines, Army or Royal Air Force, would remain with their parent units and train as normal for their current roles, but would be earmarked as being available for the Reaction Forces if required.

Tasks for the Forces could include reconnaissance, assistance with mass casualties, site search and clearance, transport and communications, the operation of water and feeding points and control of movement of large numbers of the public at the request of the civil police.

"We do not rule out being faced with a situation that requires the compulsory mobilisation for home defence and security tasks of Volunteer Reserve units in the role for which they regularly train, at the same time as or following an emergency that required the deployment of a Reaction Force."

Reservists are invited to send their own views on their employment in home defence and security to The Director, reservers Forces and Cadets (Reserves Consultation), MOD Room 711A, St Giles Court, 1-13 St Giles High Street, London WC2H 8LD by Friday, September 13, 2002, or by email to:
drfc-consultation@defence.mod.uk.

Command of the International Security Assistance Force in Afghanistan has now been handed over to Turkey.

The Royal Marines' withdrawal, comprising 1,700 members of 45Cdo, was set to begin by July 4 and, subject to operational demands, should be complete by the end of the month. In a statement to the House of Commons, Defence Secretary Geoff Hoon praised their crucial role in securing Afghanistan's future.

"The drawdown will enable us to rest and

o Turn to page 3

■ RN BOXERS AMONG UK'S BEST – p42 ■ LETTERS – p6,7



BANDIT'S BACK!

BY popular demand, HMS Ark Royal's POA(AH) 'Bandit' Berryman makes a return appearance in *Navy News*, getting in the right spirit for the carrier's visit to Alicante.

After the Ark and RFA Argus tied up alongside, Bandit's biggest problem was, which of the millionaires' yachts was going to host him on board for cocktails?

Pictures: POA(PHOT) Dave Coombs



Winchman in race against time honoured

FOR his courage in a rescue mission in "appalling" weather 600 miles south of Cape Horn a Navy helicopter winchman has been awarded one of the Marine Society's highest honours.

On January 25 2001 PO(A) Stephen Paris-Hunter flew out from the ice patrol ship HMS Endurance in response to a mayday from a yacht in Drake's Passage with a comatose diabetic on board.

The yacht was at the extremity of the ship's Lynx helicopter's range and after a journey of 130 miles it only had fuel enough for 20 minutes on task.

Paris-Hunter and the ship's doctor were lowered to the deck of the yacht "with great difficulty" at the full 100ft extremity of the winch cable.

Then, with only five minutes of "on task" time left, the cable became entangled in the yacht's aft communications mast.

"With no regard for his personal safety while pitching dangerously over icy seas, LA Paris-Hunter immediately scaled the mast and feed the tangled winch wire.

"Had he gone overboard, his chances of survival would have been virtually nil and had he not succeeded, the helicopter would have been forced to cut the winch cable so curtailing the rescue attempt and leaving the two rescuers stranded on the yacht."

With the winch cable cleared, the doctor and Paris-Hunter were retrieved from the yacht and the helicopter made for a Chilean research station 70 miles away to refuel. Sadly, the doctor had declared the sick crew member to be dead.

At the Marine Society's 230th Annual Court LA Paris-Hunter received the Thomas Gray Silver Medal from First Sea Lord Admiral Sir Nigel Essenhigh, who stressed the vital working relationship between the RN and the Merchant Navy in an increasingly unstable world.

Freedom in Northern Ireland

FREEDOM of the Borough of Newtownabbey, Co Antrim has been conferred upon "the Royal Navy, the Royal Marines, their Reserves and Associations" – the first time such an honour has been bestowed upon the whole Service within Northern Ireland.

On their behalf, at a ceremony at Mossley Mill the Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony, accepted the freedom from the Mayor of Newtownabbey, Ald Vera McWilliam.

It reflects the close relationship that the staff of the Senior Naval Officer Northern Ireland and the ships of the Northern Ireland Squadron have built up with many bodies and associations across the province.

The SNONI guard and platoon were joined on parade by representatives of the Royal Naval Associations from both sides of the border, the RNR from HMS Caroline, the RMA, RN Submariners Association, WRNS Association, Maritime Volunteer Service, Merchant Navy Association, Sea Cadets and CCF.

Music was provided by the Band of the Royal Marines (Scotland) and current and former Servicemen and women were entertained at an evening function following the parade.



● ***Mayor of Newtownabbey Ald Vera McWilliam inspects the SNONI guard.***

Emma in early bloom –



AMONG a selection of British pictures for sale at Sotheby's on July 4 is this *Portrait Study of Emma Hamilton as Miranda* by George Romney (1734-1802).

Emma was 21 when it was made for Romney's enormous depiction of the drama of the first act of Shakespeare's *The Tempest*, the largest painting he ever completed.

This was destroyed in the 1950s and only a few heavily restored fragments survive.

Remembered today as Nelson's mistress and mother of his daughter Horatia, Emma in her youth was a famous beauty and one of Romney's favourite models. She sat for him for several sketches of Miranda before her departure for Naples in March 1786, 12 years before she began her affair with the hero of the Nile.

This one is estimated at £20-30,000. In January this year Sotheby's achieved a new world record for Romney when *Portrait of Mary, Mrs Sullivan* sold for £539,380.

❑ Nelson's Triumphal Progress – see page 39

Close combat ban stays in force for Navy women, rules MOD

ROYAL MARINES WERE 'LED IN EXEMPLARY FASHION', SAYS HOON

● From page one

reconstitute our forces for future contingencies," he said.

"After consultation with the United States and our other Coalition partners about the challenges and likely tasks ahead, I have concluded that there is no need to replace 45 Cdo immediately.

"We will, however, retain stores in Afghanistan to enable an even more rapid deployment than the initial one should that be required."

A Tomahawk missile-armed submarine presence as well as ships, aircraft and elements of other forces in Afghanistan and the region would continue to be maintained – including elements of 40 Cdo where they had played a vital role in helping to secure and protect the airfield at Bagram.

"This reduction in numbers does not mean a reduction in our commitment either to Afghanistan or the campaign against international terrorism," said Mr Hoon.

"In fact, it is proof of our willingness to keep up military action for as long as it takes.

"This is not a conventional campaign. It will vary in tempo and location.

"The United Kingdom has forces with capabilities that few can match. That is why we must use them where they can do the most good."

Task Force Jacana, the 1,700 strong battlegroup formed around 45Cdo at the request of the United States, had involved:

- Destroying 28 bunkers and caves.
- Flying over 1,000 helicopter sorties.
- Finding and destroying 45,000 rounds of munitions
- Significant humanitarian assistance work in its area of operations, including the distribution of 1,100 blankets and over nine tonnes of wheat.

"Jacana has been led in an exemplary fashion from the very start. Brig Roger Lane has done an outstanding job in leading his troops in four demanding operations through rugged, high-altitude terrain which has been as tough as any that British units have had to tackle in recent memory.

"Those who carp about the 'lack of action' do so from a position of ignorance about the nature of warfare. That is one thing, it is quite another to wish that they had come under fire, which appears to have been the hope of some armchair commentators in recent weeks . . ."

CLOSE combat roles will remain closed to women in the Armed Forces, following a two-year study by the Ministry of Defence. Meanwhile Capt Pip Tattersall of the Adjutant General's Corps has become the first woman to complete the Royal Marines All Arms Commando Course (see back page).

The MOD's report, *Women in the Armed Forces,* concluded that the capacity for aggression was "generally lower" for women, who required more provocation and were "more likely to fear consequences of aggressive behaviour".

So women still may not serve in the Royal Marines General Service while for health reasons they still may not serve in submarines or as mine clearance divers.

But in announcing his decision Defence Secretary Geoff Hoon said women played "an important and valuable part in the Armed Forces, including in many challenging and dangerous roles that carry immense responsibility".

"Many of these are frontline roles such as flying fighter jets and serving on ships," he said.

"Following an extensive and thorough examination of a comprehensive body of evidence, I have decided that it would not be in the interests of operational effectiveness to open these close combat roles to women.

"We remain committed to ensuring that women play a full and active part in defending Britain's interests.

"Under the conditions of a high intensity, close-quarter battle, group cohesion becomes of much greater significance to team performance and, in such an environment, failure can have far-reaching and grave consequences. To admit women, therefore, would involve a risk without any offsetting gains in terms of combat effectiveness."

Chief of the Defence Staff Admiral Sir Michael Boyce said:

"Over recent years, the Armed Forces have made a huge amount of progress in becoming a more inclusive employer.

"The wide range of opportunities which now exists for women in our Armed Forces would have been inconceivable as little as 20 years ago. The high quality of our women's contribution is as valued as that of their male counterparts.

"However, the roles which were covered by the research work are particularly unique.

"Operational effectiveness is at the heart of this decision. The roles that we are talking about are those where our personnel would be deployed on face-to-face combat with the enemy and this is not something that can be trialed.

"We need to ensure that our people are afforded the maximum chance of success and the minimum risk to losing life.

"I and my fellow Chiefs of Staff have therefore concluded that it would be irresponsible to experiment by placing women in these roles."

In a separate message, Admiral Boyce said the study included a survey of the scientific literature available, a review of the physical selection standards for recruits, an opinion survey conducted among the Armed Forces and their families, and the results of a field survey to explore the impact of mixed gender teams on cohesion and military performance.

"The decision that close combat roles should remain closed to women arises out of the overriding need to maintain combat effectiveness.

"The key issue is whether the inclusion of women in close combat teams could affect adversely the combat effectiveness of those teams in the high intensity direct fire battle.

"In conditions short of warfighting, mixed gender teams work. What nobody knows is how such teams would behave under the extreme conditions of close combat.

"None of our NATO allies has recent experience of deploying women in high intensity close combat.The experience of other countries, such as the former Soviet Union and Israel, did not provide any useful evidence for taking the debate forward and neither country currently employs women in such roles.

"If we were to do so, it would therefore be an experiment, and we cannot justify the grave risk that this might entail just for the sake of experiment."

❑ *Women in the Armed Forces* may be found on the MOD website at *www.mod.uk*

– Jessica in full flight

'Pop Idol' Jessica Garlick arrives on board HMS Chatham at Tallinn, Estonia to record the UK entry in the European Song Contest – this year won by neighbouring Baltic state Latvia. Estonia, last year's winner, came third. We came fourth.

As reported last month, the Type 22 frigate was there to take part in Exercise BALTOPS for the NATO Partnership for Peace programme, launched at the 1994 Brussels summit to promote defence co-operation between NATO and partner nations. See also page 26.



Ships return from the war on terror

SHIPS involved in the war on terror have been finishing their stint in the Gulf and the Indian Ocean and returning home – while HMS Argyll is heading in the opposite direction.

Type 23 frigate Argyll sailed from Devonport to take over Armilla patrol duties from sister ship HMS Portland.

Argyll will carry out patrols in the region, boarding and checking merchant ships to ensure UN trade sanctions against Iraq are not being breached by smugglers.

The frigate will also visit Dubai, Bahrain and a number of other Gulf ports to foster good relations and carry out bilateral exercises with regional navies.

HMS Argyll has been fitted with a new Secure Command and Control System that incorporates Automatic Navigation and Position Tracking Information for seaboats and boarding parties.

This system is designed to enhance boarding operations carried out by the Royal Navy and Royal Marines in support of Maritime Interdiction Operations (MIOPs) in the Gulf. Portland has already been using the kit.

The Commanding Officer of HMS Argyll, Cdr John Kingwell, said: "We take great pride in doing an important job representing the UK both in support of the United Nations and by being a force for good in the world."

Portland, which was due to hand over to Argyll as *Navy News* went to press, has hosted a visit by a BBC team – defence correspondent Paul Adams and cameraman Ian Druce – who were looking at the on-going, routine work of the Royal Navy in the Gulf.

A US Navy combat team also descended on the ship to film, while the frigate's seizure of a tanker smuggling oil through the area also made big news in the national papers, including *The Sun*.

Destroyer HMS York returned to Portsmouth from a four-month tour of duty in the region.

The Type 42 warship acted as escort to both HMS Illustrious and HMS Ocean as the two carriers assumed the role of UK flagship, providing round-the-clock protection against threats from the air, on and below the surface.

Once she arrived in the operational area she spent around 80 per cent of her time at sea – though the ship's Commanding Officer, Cdr Richard Powell, said that the ship's company had reacted positively and remained focused.

Fleet replenishment ship RFA Fort George returned to Devonport on the same day that York put into Portsmouth.

The 31,500-ton auxiliary had been at sea for six months, providing essential supplies to Royal Navy ships, including HMS Ocean and HMS Illustrious, as well as Coalition ships.

Over the course of her deployment she has undertaken 87 replenishments at sea (RASes) to warships from the UK, France, Germany, Italy, Australia, Canada, Japan and the United States.

Fort George was home to a flight of Sea Kings from 820 Naval Air Squadron during the trip.

She steamed almost 40,000 nautical miles during her deployment, supplying 20,477 cubic metres of diesel, 649 cubic metres of aviation fuel, 295 loads transferred by heavy jackstays and 227 loads transferred by helicopter.

■ Defence Secretary Geoff Hoon said it was wrong to benchmark current or future military operations against international terrorism against a classical military campaign.

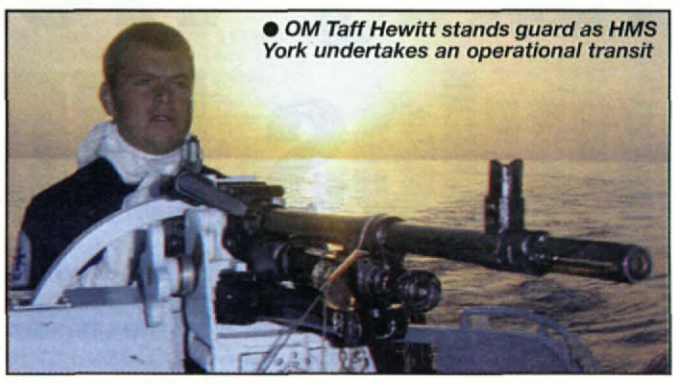
Delivering an update on work towards producing a New Chapter to the Strategic Defence Review, taking the September 11 attacks into account, Mr Hoon said the success of such operations will be measured by the ability to deter terrorists and disrupt their support organisations – not necessarily by counting the number of the enemy dead.

■ Ocean's spell – pages 22-23



● *HMS Portland alongside in Doha*

Picture: LA(PHOT) Sean Clee (SFPU)



● *OM Taff Hewitt stands guard as HMS York undertakes an operational transit*

Mountain team aids stricken tourist

SAILORS from the destroyer HMS Nottingham not only climbed the highest peak in south-east Asia – they also managed to get in a bit of rescue work on the way.

The team of 15 – including the ship's Commanding Officer, Cdr Richard Farrington – scaled Mt Kinabalu to watch the sunrise from the 4,095-metre summit.

Close to the summit the group, led by CPO Billy Fowler, found a Swedish tourist who was suffering from serious dehydration.

The Nottingham team, prompted by the ship's doctor, Surg Lt Gareth Wild, administered the necessary first aid action.

The expedition was organised by Lt Jon Pollard, Adventurous Training Officer.

Nottingham was in Kota Kinabalu in the middle of a series of defence exercises with regional forces.

She had already spent six days in the Thai port of Khlong Toey, where her visit coincided with that by Defence Secretary Geoff Hoon.

Mr Hoon, who is an MP for a Nottingham constituency, attended a lunch aboard the warship and was given a tour.

The visit by Mr Hoon, at the invitation of the Thai Deputy Prime Minister and Minister of Defence, Gen Chavalit Yongchaiyudh, was intended to develop defence and security issues which were instigated by Prime Minister Tony Blair and Thai premier Thaksin Shinawatra at a meeting in London in May.

When Nottingham sailed, she staged a demonstration to the Royal Thai Navy of techniques for boarding vessels under way at sea.

The demonstration involved Royal marines abseiling from a Lynx helicopter to the deck of the ship while under way at speed – a technique known as fast roping.

This demonstration formed part of the maritime interdiction training offered by the UK to assist the Thai authorities in the fight against drugs.

Respects paid to victims of Falklands

SAILORS from HMS Newcastle have paid their respects to victims of the Falklands Conflict at a number of remembrance ceremonies.

The destroyer's Commanding Officer, Cdr Jeremy Blunden, and members of the ship's company took part in three ceremonies in 24 hours; a Landing day wreath-laying at San Carlos Military Cemetery, at the Type 21 Memorial atop Campito Hill, and over the resting place of the sunken frigate HMS Ardent.

LS Kevin Cooper, who was serving in HMS Ardent when she was hit, laid wreaths at the latter two ceremonies.

Cdr Blunden said: "It is appropriate that the Royal Navy should mark the key anniversaries of the Falklands Conflict, and I am pleased that HMS Newcastle is able to do so during her current deployment to the South Atlantic.

"My ship's company have been particularly moved by the ceremonies and services we have held, particularly when the ship passed over the resting place of HMS Ardent exactly 20 years after she sank."

The men of Newcastle were later joined by sailors from RFA Grey Rover, led by Capt Ian Pillings, at Fitzroy, when the victims of RFAs Sir Galahad and Sir Tristram were remembered.

■ HMS Newcastle battled against high seas off South Georgia to ensure mail was delivered to members of the British Antarctic Survey (BAS) at Bird Island.

Executive Officer Lt Cdr David Prentice, accompanied by Weapon Engineer Officer Lt Cdr Jon Pugh and other members of the ship's company, went ashore in the ship's boats to deliver mail and stores to the four-strong team, who laid on high tea for the Navy visitors.

The BAS team stays on Bird Island for between six and 30 months.

Since 1953 there has always been a member of a BAS team on Bird Island, and the current team are all studying zoology and specialise in either penguins, seals or albatross.

Security is 'constantly reviewed'

REPORTS of intelligence from Morocco concerning potential terrorist attacks on British or American warships in the Straits of Gibraltar caused widespread speculation in sections of the media last month over levels of security overseas.

But according to a Ministry of Defence spokeswoman: "The Royal Navy constantly reviews threats to our ships and takes appropriate measures to counter such threats.

"It is not the MOD policy to discuss details or such measures publicly, as to do so could assist a potential terrorist or enemy."

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Movie Machine is coming your way

FILM fans deployed overseas will now get the chance to recreate the magic of the silver screen – thanks to SSVC's Movie Machine.

The mobile cinema, based on an articulated lorry, will show films within a month of their UK release to audiences of 80 people per showing, and all for free.

The first personnel to try it out are those based in Kosovo, with 22 Engineer Regiment being first in the queue – though the service is provided on a tri-Service basis.

The running costs will be paid by the MOD over a five-year contract, and while in the Balkans the cinema, which is heated and air-conditioned – will provide two shows a day, six days a week.

■ BFBS released funds to ensure that 50 extra vessels received a weekly cassette package of the World Cup – including all the England games.

This brings to 75 the number of ships which benefited from the service, in addition to those with special dishes which can receive BFBS TV live.

Total success for Chiddingfold

Hunt-class mine countermeasures vessel HMS Chiddingfold has achieved Operational Performance Standard for all its Warfare junior ratings – believed to be the first time a ship of this class has hit 100 per cent. The training was carried out while Chiddingfold was on a demanding programme of fishery protection duties. Pictured on the fo'c'sle of the ship are (back row, from left) OM(MW) Fitzgerald, OM(MW) Cole, OM(MW) Haswel, OM(MW) Jacobs, OM(MW) Dawson and OM(MW) Mutch; front row, from left: LOM(MW) Honey, LOM(C) Gower, OM(MW) Ashbridge, PO(MW) Price (Warfare Branch Co-ordinator), OM(C) Hughes, LOM(MW) Dearman and OM(C) Smith; seated: Lt Whatling (Warfare Training Officer), CPO Hernon (WE Training Officer).



● *The Commanding Officer of Type 23 frigate HMS Iron Duke, Cdr Phil Warwick (centre), displays the ship's new funnel badge, based on the crest of the Duke of Wellington. With Cdr Warwick are CWEA Jason Holroyd (left) and CPO Bill Bryson. The funnel badge replaces the old squadron numbers.*

For more details and pictures of these stories and other RN operations worldwide keep a regular check on the news pages of *Navy News Online*

Ships of the Royal Navy No560

Welsh dragons abroad

WHEREVER she goes, HMS Exploit proudly flies the flag of the Welsh dragon.

The only University Royal Naval Unit (URNU) for Wales carries the red dragon crest permanently on her flying bridge.

Her role as an URNU craft is to develop the personal skills and broaden experience of the Navy of high-calibre undergraduates at five South Wales universities.

Permanently based at Penarth in South Wales, Exploit and her associated URNU prove popular with the local undergraduates. Last year there were 108 applicants for just 17 places.

And the reason for this is no mystery. Students on this little craft have a packed programme of sea weekends, deployments and sporting activities including skiing in France and diving in Egypt.

In this year's annual URNU sports weekend, where the various units came together to show off their prowess, Exploit's team excelled in rugby and netball – and won the overall sports trophy.

Not only this, but in the grand tradition of the Welsh – even the honorary ones – the group kept all other participants regaled with tuneful and hearty renditions of Land of my Fathers and Bread of Heaven.

Deployments for the small ship and her crew of students involve trips around the Welsh coastline, the south of England and crossings over to St Malo and the Channel Islands.

This summer's six-week deployment goes from the Youths Afloat Festival in Poole to the coasts of the Netherlands, France and Belgium.

Exploit and her linked unit also arranged for a massive URNU celebration at this year's Army vs Navy rugby match at Twickenham, bringing URNU students together from across the UK to witness the Navy's premier sporting event.

The Archer class Express is the eighth Royal Navy ship to carry the name.

The first and second Expresses were both 6-gun Advice Boats, the first of 77 tons launched in 1695, the second of 179 tons to come into service a century later in 1800.

This latter ship in a fleet of 44 vessels sailed from Barbados to attack Martinique – which won Express her first Battle Honour.

The next Express was a small 92-ton Advice Schooner of 1815 which operated in the West Indies as a tender. In 1835, a 12-gun packet vessel of 362 tons became the fourth Express, and served the Navy for almost thirty years.

Her next incarnation was as a 4-gun screw gunboat of 420 tons that was launched in 1874, then sold on in 1889. Just missing the twentieth century, the sixth Express was launched in 1897, a twin-screw torpedo boat destroyer that weighed in at 465 tons. Of the ship's company half were stokers to support the engines. Repeatedly troubled by breakdowns during her trials period, her maximum speed was a disappointing 32.085 knots for her 9,249hp engines. She served through World War I before being broken up in 1921.

The penultimate Express was a fast minelayer of 1,400 tons that was launched in 1934. She won her Dunkirk Battle Honour for her part in the evacuations, where she was the last ship to leave the area before it fell to the Germans.

Hitting a mine 40 miles north-west of Texel in 1940, she was badly damaged, losing her bow as far as the bridge, but she limped back to harbour to endure 13 months of repairs. In 1943 she was transferred to the Canadian Navy as Gatineau and eventually broken up in 1955.

The present Express was completed in 1988 and entered service as XSV Express, a training vessel for the RNXS until the organisation disbanded in March 1994. Express was then refitted and transferred to the RN Inshore Training Squadron.

Facts and figures

Class: Archer Class fast training craft
Pennant number: P163
Builder: Vosper Thornycroft, Southampton
Launched: 1988
Commissioned: 1994
Displacement: 45 tonnes
Length: 20 metres
Beam: 6 metres
Draught: 2 metres
Speed: 22 knots (max)
Complement: 5 (1 Officer, 2 Senior Rates, 2 Junior Rates) and up to 12 students
Main machinery: Two Rolls Royce Perkins CV12 820 bhp turbo diesels



● *HMS Express with her Welsh dragon on the bridge wing accompanied by HMS Guernsey*

BATTLE HONOURS

Martinique..... 1809
Dunkirk..... 1940

AIRCRAFT OF THE ROYAL NAVY No 69



● *Grumman Avenger MkIIs of 853 Naval Air Squadron with HMS Tracker in the distance on their way to bomb Aaramsund in September 1944* Picture: Fleet Air Arm Museum

Grumman Avenger

DESCRIBED as one of the outstanding naval aircraft of World War II, the Grumman Avenger was supplied by the US to the Fleet Air Arm in 1943 under Lend-Lease arrangements and given the British name, Tarpon.

In January 1944, the aircraft were renamed with the American title Avenger for consistency across the allies.

The Avengers used by the FAA were three-seat torpedo-bombers or anti-submarine strike aircraft that could be shore-based or used from carriers.

Avengers performed their role admirably in the theatres of World War II. In Arctic and home waters, they played a part in the sinking of the U-355 and U-288, and Operation 'Channel Stop' as anti-shipping strike forces.

In the Far East with the East Indies and Pacific Fleets, Avengers were most notable for their attacks on the Japanese naval base at Sourabaya, Java, and oil refineries at Palembang in Sumatra.

They also helped the American attack on Okinawa, carrying out bombing raids on Japanese fighter bases and played a part in the Battle of Truk. Avengers continued attacking the Japanese mainland into August 1945.

They finally disappeared from frontline squadrons on June 3, 1946 before re-appearing in 1953 as the post-war Avenger AS4.

At least 15 FAA squadrons received Avengers for a frontline role.

Manufactured by the Grumman Aircraft Engineering Corporation in the US, these sturdy aircraft were powered by one 1,850hp Wright Cyclone GR-2600-8 engine, and the MkIII with a 1,750hp R-2600-20.

The wingspan stretched over 54ft 2in with an aircraft length of 40ft and height of 15ft 8in. The MkIIIs were just 100lb heavier than the MkI which weighed in at 10,600lb empty and 16,300lb fully loaded.

The aircraft were armed with two fixed 0.50-calibre guns in the wings, a 0.30 calibre gun in the ventral position and one 0.50 calibre gun in the dorsal turret.

The bomb bay offered space for one 22in torpedo (either 1,921lb or 1,600lb) or bombs (one 1,000lb or four 500lb). Below the wings could lie eight 60lb rocket projectiles.

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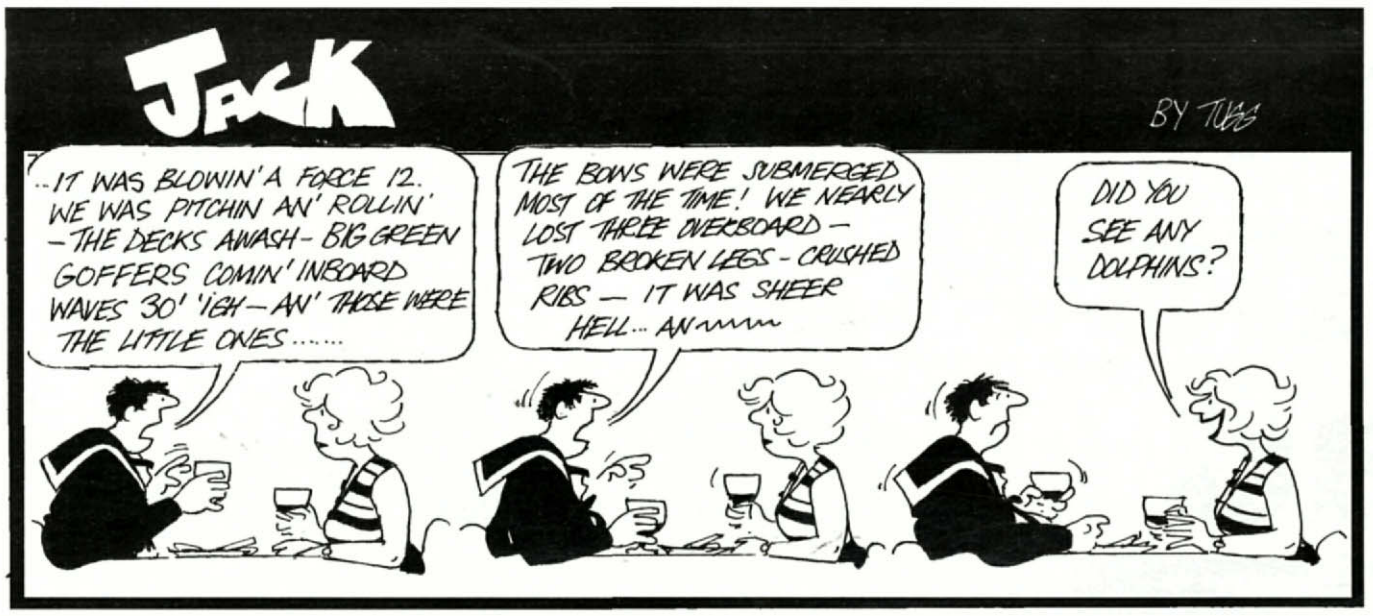
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Letters



Praise for Plymouth

AS ONE of her former commanding officers I hope you will allow me space to congratulate the small team of volunteers who maintain my old Falklands war-horse, HMS Plymouth, now, with HMS Onyx, open to the public in Birkenhead.

The Warship Preservation Trust recently marked the 20th anniversary of the surrender of South Georgia with a splendid reunion on board Plymouth, attended by a strong representation of the ship's company.

We were all most impressed with the state of "our" ship 20 years on.

Not only was she looking her very best, with paintwork gleaming and brightwork polished, both on the upper deck and 'tween decks, but her diesel generator was up and running, providing power for radars, sonar and 4.5in turret, as well as the excellent display of Falklands memorabilia on board and in the brand new Visitor Centre on the dockside.

It was a great occasion for all who attended and we would like to thank the Chairman of the WPT, Sir Philip Goodhart, his project manager, Mr Bennett, the ship managers, Messrs Brotherston and Gaines, and their dedicated volunteers who work so hard to keep HMS Plymouth in such good shape. – **Capt D. Pentreath**, Totland, Isle of Wight.

Tactician last home

I READ with interest the letter from B. Gerrish on HM submarine Telemachus (May issue).

However, my boat HMS Tactician was last home over two years later – we actually got home for Christmas by "forcing" the engines a little.

Our navigating officer was Lt J. Coward, who was later Flag Officer Submarines and recently Lieutenant Governor of Guernsey. – **T. Soar**, Burton upon Stather, Lincs.

Poppies bring a blush to a sailor's cheek

I WAS searching for something in the cupboard above my wardrobe when I noticed the little blue pocket diary. I recognised it at once and knew it was for 1944.

I also knew that there would be a faded red poppy stuck inside the front cover. When I opened it I saw written beneath the poppy "Arromanches 15th June 1944".

I was the Coxswain on LCT 940 and that day we had just completed our fourth beaching in Normandy since landing seven Sherman tanks, part of the Canadian 27th Armoured Corps, on D-Day.

The Army were rather slow landing this time and, as the tide was ebbing, we were left stranded. It would be over four hours before the water would be deep enough for us to kedge off so the Skipper gave permission for half the crew to go ashore for a couple of hours. None of us had been off the craft for two weeks so five of us took advantage of the opportunity.

There was not a lot to see, so after about an hour we started making our way back. There were hundreds of poppies growing in the area and someone suggested that they would make a great memento of our visit to Arromanches. We all picked a small bunch.

Just before reaching our destination, we had to turn right at the end of a high stone wall and to our dismay we were confronted by about 30 German prisoners of war sat by the roadside having a breather, with three British soldiers guarding them.

Their day was made complete when they saw five matelots appear, all clutching a small bunch of poppies.

We were all so embarrassed that we never said a word to each other as we slunk past them.

We could understand the British soldier's comments but not those coming from the Germans, however the loud laughter translated into derision in any language.

I last looked at that diary when my sons were children, but as I caught sight of that flower for a second or two I was once again a 20-year-old matelot. – **J. Baker**, Clacton-on-Sea.

Shoulder question

CAN you please tell me why at the Queen Mother's funeral Prince Charles had vice admiral shoulder boards on his rear admiral's full dress uniform? – **Tim M.**

In the last year, Naval shoulder boards for flag officers have been changed to bring them into line with other NATO nations. Before the change a rear admiral, which is regarded as a two-star range, had only one star on the shoulder board and this was confusing for allies. -Ed

'Woolly pully' was legacy of a grand old lady

AS HMS Fearless comes to the end of her long and faithful service she leaves us with a very special legacy.

Back in 1971, her then CO, Capt B. Straker, appreciated the functional usefulness of the khaki woolies worn by embarked soldiers, from the most senior downwards.

A reccommendation was forwarded and as a result several were dyed blue and issued to bridge watchkeepers, for whom they were intended, on a trial basis.

Their popularity increased but not without controversy and strong objections before their general usage was accepted.

Eventually they were fully accepted and became a standard item of uniform and issued to all Naval personnel.

Today the woolly pully is worn by just about everybody in a uniformed organisation throughout the world – but that is how it started. – **Lt Cdr D. A. Barlow,** Emsworth, Hants.

Flyingboat was a Fury

WHILE the triplane on page 7 of May's *Navy News* was certainly one of a kind, the flying boat shown had no connection at all with the Caproni seaplane.

It is in fact the Felixstowe Fury which was the last in the line of flying boats designed by Wing Cdr John Porte, RNAS.

This officer was responsible for the re-design of American Curtiss flying boats into aircraft capable of standing up to the perils of work over and often on the Atlantic. On his death in 1919 at the age of 35 the historian Sir Walter Raleigh stated that "the shortest possible list of those who served the country in its hour of need would have to include his name."

Although a successful flight was made by the Fury on April 24, 1919, carrying 24 passengers, 5,000lb of ballast and fuel for seven hours, it was found to have a defect in the hull design.

This resulted later the same year in a fatal stall on take off and the Fury crashed into Harwich harbour and broke up. – **D. Coombs,** Plymouth.

Porte's best known design was the Felixstowe F2A. Though it saw action only during the last year of World War I, it earned a reputation comparable with that of the Sunderland in World War II.

By virtue of its great endurance and heavy defensive armament, it bore the brunt of the long-range anti-submarine and anti-Zeppelin patrols over the North Sea in 1918 and took part in many fights with German seaplanes.

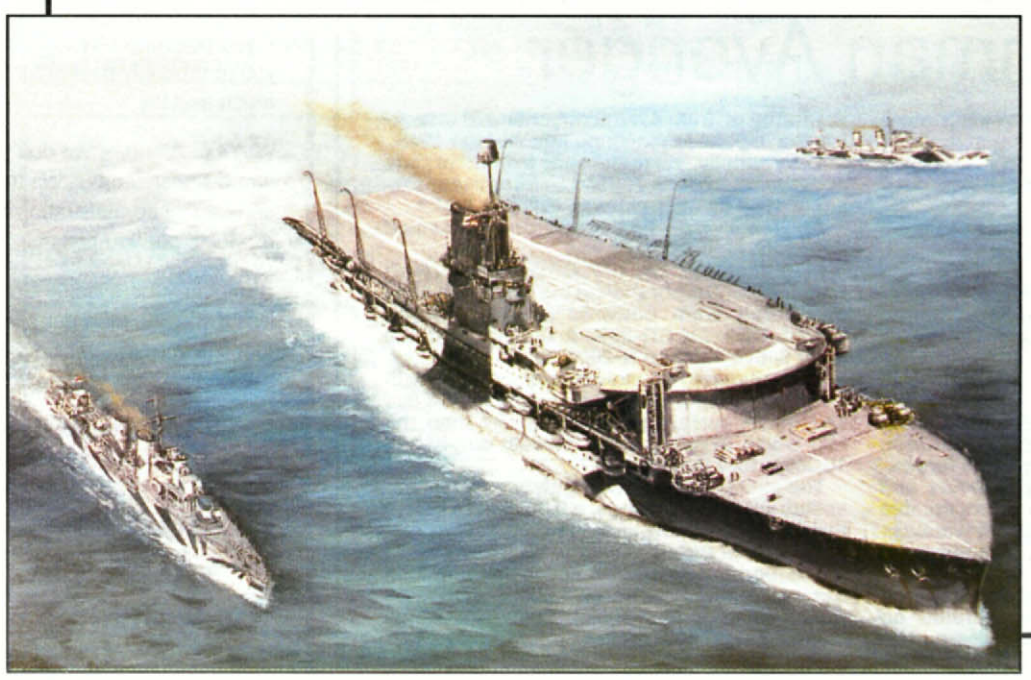
On June 4 1918 there occurred one of the greatest air battles of the war, waged near the enemy coastline, when F2As from Great Yarmouth and Felixstowe fought a force of 14 enemy seaplanes and shot six of them down, suffering only one casualty – Ed

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.email correspondents are also requested to provide this information.

Glorious in company

LAST month it was the 62nd anniversary of the sinking of HM ships Glorious, Ardent and Acasta by German surface units in the Norwegian Sea.

I thought your readers might be interested in a painting I have made of the three ships heading home from Norway on that fateful day of June 8, 1940. It is my tribute to the 1,530 men who lost their lives. – Anthony Myers, **Plymouth**



HOW nice to read in *Navy News* that a memorial is now in place to HMS Glorious.

I lost a friend on her. Like me, he was an orphan and we both lived and went to school in Harlow.

George Covell was 14 in 1938 when he signed on for 21 years and just 16 when he went down in the Glorious. His name is on the war memorial at Harlow and I often think of him. – G. Reed, **Bishops Stortford, Herts.**

The ships were caught unawares by the battlecruisers Scharnhorst and Gneisenau. There were only 46 survivors. Acasta was the last to be sunk, but she had fired her torpedoes and one hit the Scharnhorst abreast the after turret, damaging her severely. – Ed

Navy News
No. 576 48th year
Editorial & Business address:
Leviathan Block,
HMS Nelson, Portsmouth,
Hants, PO1 3HH
Editor: Jim Allaway
Deputy Editor: Mike Gray
Assistant Editor: Helen Craven
Business Manager: Glen Gould

Editorial Lines...
Telephone: 023 9229 4228
Telephone: 023 9272 4163 (Mil 24163)
Telephone: 023 9272 4194 (Mil 24194)
Fax: 023 9283 8845
email: edit@navynews.co.uk

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Letters

More sightings than you can shake a cat's tail at

WHEN I was in South Georgia in 1982, everyone in the small garrison knew about the Grytviken Cat (June issue).

It was said to live on King Edward Point and survive by eating the rats which inhabited the long-abandoned whaling station buildings.

Not surprisingly, the size of the cat increased in the telling by successive sentries of what they had seen of it whilst on night duty. Local rumour had it that the cat had been put ashore by the Russians some years before, but by now the fitted batteries which had powered its Soviet 'bugs' were long since flat!

Much later, your correspondent Mr Ted Shipsey himself told me more about the mysterious cat which had been seen by a Royal Marine mate of his. In the hope of sparking off other witnesses to give their sighting reports, I hope he will not object if I relate a description from one particular mate:

"I was on patrol over by the slipway. I suppose it was around 2000 hours when this bloody great thing approached me in the gloom. At first I thought it was a dog. Then I saw it was some sort of cat thing.

"I say that because it was ****ing huge, mate. It looked like a smalley leopard, but it were a cat alright, because it had its tail up in the air. I were a bit wary at first, and was going to shoot it out of hand, but it were friendly. Bloody amazing. I suppose it belongs to them scientist chaps. Anyway, it has plenty of scoff round here, what with penguins and hordes of festering rats."

Other witnesses had variously written about the cat as follows:

❑ "We were on patrol when we witnessed something quite extraordinary.

"Before I go any further, may I add that we hadn't been near the canteen – it being about 1030 in the forenoon.

"This bloody great thing leaped out of the 'oggin with a fish in its gob. It looked like a big moggy – we couldn't believe it. Fred was for shooting the *****, but I stopped him. It disappeared in the rocks. It was huge, mate, nigh on as big as one of those cougars from America."

❑ "I saw this thing like a small, scruffy North American cat. It was big, though, too big to be a cat. There are a load of rats in Grytviken and this thing seems to subsist on them. Whilst I was watching it, it managed to grab one. But instead of playing with it like a cat would, this thing flung it into the air – same as I've seen leaopard seals perform with penguins.

"The skin, etc went one way and the cat was left with the body. It was an extraordinary sight. It was very good at catching those rats."

❑ "We'd been out on patrol from the base. There were lots of patrols at first, 'cause of the chance of the Argies trying to retake the place. Late one afternoon, when we were coming back, we saw something unbelievable. Right up on this rock we sighted this huge thing which looked like a cat. It was curled up there, and appeared impervious to storm and cold. I've never seen anything like it." – Maj Gen F. W. E. Fursdon, Oxted, Surrey.

THE ROYAL Marine sentry who had an encounter of a furry kind at Grytviken may have been the last person to record this species on South Georgia.

There were formerly cats and other domestic animals at all the whaling stations. They survived the departure of the whalers by subsisting mainly on the plentiful rats.

In 1970, when the British Antarctic Survey took over King Edward Point, there were still about two dozen cats in the vicinity of Grytviken. Depending on the attitude of the personnel, the cats were shot or fed but by 1980 only two were left.

In that year 'Mum' died and was buried at sea and her very wild son 'Smokey' was not seen again.

It seems unlikely that Smokey would have made friendly overtures to the sentry and it is possible that this cat had deserted from one of the many fishing vessels that called at Grytviken. – R. Burton, The South Georgia Association, Huntingdon, Cambs.

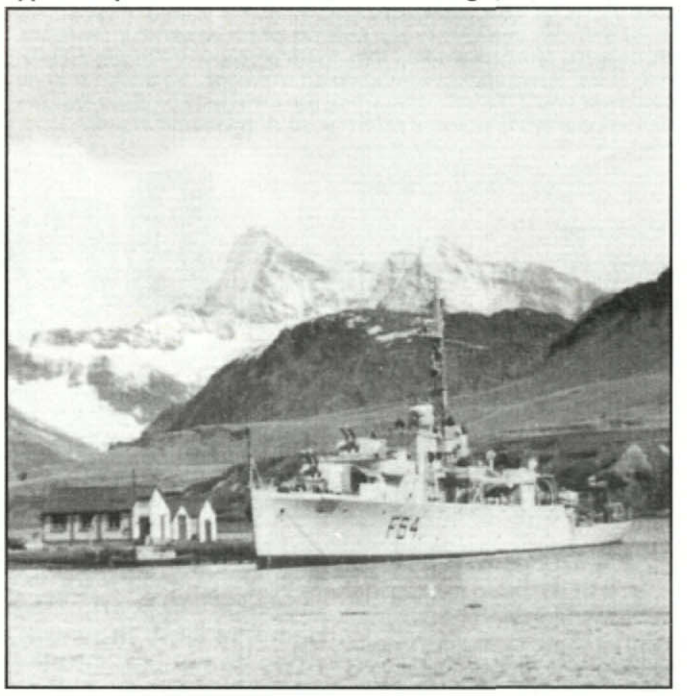
IN 1953 HMS Neriede was on a tour of duty down to the Antarctic. Grytviken was a thriving whale processing station at the time.

We moored at the end of the wooden pier used by the Norwegian whaling fleet and the staff invited our ship's company to a film show, the cinema being a large tin shed which also served as a store for whale meat . . .

On our way back to the ship several of us saw about three gi-normous felines. These cats appeared quite timid and more or less kept in the shadows of the various bits of iron junk that were everywhere.

We joked about the size of these huge moggies and it was decided that their ample proportions were all down to the huge supply of whale meat readily available to them. Working on this basis, I am almost certain that it was a direct descendant of these hairy monsters that scared poor old Royal. – D. Bond, Saltash.

● *HMS Neriede at Grytviken, South Georgia, 1953*



Trying time at Twickers for men wearing knickers . . .

HAVING attended this year's Army-Navy rugby match at Twickenham, which was for me another enjoyable day irrespective of the result, I cannot help but think that perhaps we are heading in the wrong direction.

Historically, the day has always been viewed as a fun day out. A chance not only to watch the rugby, but to take the opportunity to meet up with old friends, enjoy the sunshine and perhaps have a glass of beer or two. The emphasis has always been on enjoying ourselves and long may it remain so.

This year, however, we were met on arrival by an Army Red Cap who I assumed was going to brief us on security issues – this was, after all, billed as a public military event. Not so. He had two clear directives and one question. Firstly, no one was to get drunk. Secondly, no one was to urinate in a public place. And finally, were any of the men wearing ladies' underclothes?!

It was some time before I realised he was serious! In addition, he stated that Twickenham had become a "barracks" for the day. Something the civilian members of our party found somewhat bemusing whilst the military were left questioning the legality.

Throughout the whole day I saw, unsurprisingly, a considerable amount of personnel consuming alcohol, but I did not at any stage see anyone misbehaving because of its effects. I did however see three people attempting to gain entry into the ground with valid tickets in fancy dress, something that has always been a feature of previous fun Army-Navy days.

However, whilst the 'clown' and 'Superman' were allowed entry, the man dressed as a woman was not, the logic of which escapes me.

I must confess that I, like most, saw the streaker who attempted to get onto the pitch during the match. At least, I assume he was a streaker, because if the amount of security personnel who jumped on him and tried to handcuff him was anything to go by, I thought at one stage he might have been a terrorist assassin!

Indeed I could not quite see the need for the number of security personnel walking arouhd with body armour, batons, dogs and handcuffs – or were they the overspill from the May Day riots?

Certainly there seemed little reason for the hundred or so stewards who circled the pitch at the end of the match to prevent a pitch invasion.

As far as I could see there was not one single attempt to gain access to the pitch, as most people were, as always, keen to get back to the car park and analyse the game over a beer and sandwich.

It seems strange therefore to have more stewards than were present at the FA Cup Final on the same day at the Millennium Stadium where the crowd was twice the size. I'm sure we are not paying for this on our tickets – are we?

With regards to urinating in a public place, we would I am sure all agree that this is unacceptable behaviour at any time. How thoughtful of the organisers to provide all six urinals in the north car park for approximately 10,000 males, most of whom it could be safely assumed were likely to have a beer!

Talking of facilities, I was most impressed to see at the end of the day just about all the coach parties attempting to put their litter not only in black plastic bags but also in the bins provided.

What a shame that these were grossly inadequate for the task and should have been increased by a factor of ten.

In sum, if the organisers of the superb event want to continue with attracting large crowds, the emphasis should be on allowing people to enjoy themselves, within the confines of good behaviour, not treating them like criminals.

Similarly, if the facilities are not improved then it is not the spectators who should take the blame, but it should be placed fairly and squarely on the shoulders of the organisers. – **Cdr M. Doolan,** MWC Southwick

Medal will go below

IN REPLY to P. Thomas's letter on the Queen's Golden Jubilee Medal we produce, I would like to clarify some points.

Bigbury Mint has produced this Golden Jubilee Commemorative Medal in conjunction with SSAFA-Forces help. We give a donation to this Forces charity from the sale of every full-size medal.

The Lord Chamberlain's Office approved the use of the design in April 2001.

As is the rule for all commemorative medals, they should be worn below any official awards.

The medal is intended for those people who have served their country, but will not be receiving the official medal issued by Her Majesty. There is no qualifying length of service, nor do you have to be currently serving. – **M. Holland,** Bigbury Mint, Ivybridge, Devon

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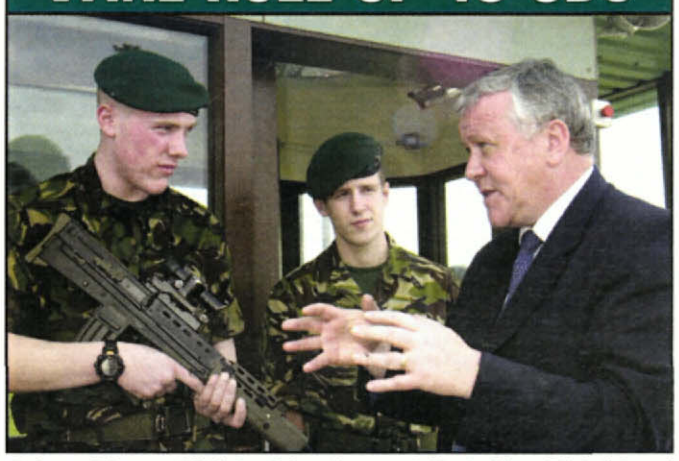
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People in the News

VITAL ROLE OF 45 CDO



● *Armed Forces Minister Adam Ingram talks to Mne Gilchrist and Mne Hicks of 45 Commando. The Minister visited Arbroath to meet the men and talk to the families of those serving overseas. He assured family members that "their menfolk are playing a vital role in the international war against terrorism". He added that he could not give a definite date when the job would be done, but the current expectation was a return from Afghanistan in July.*

All the world's a stage

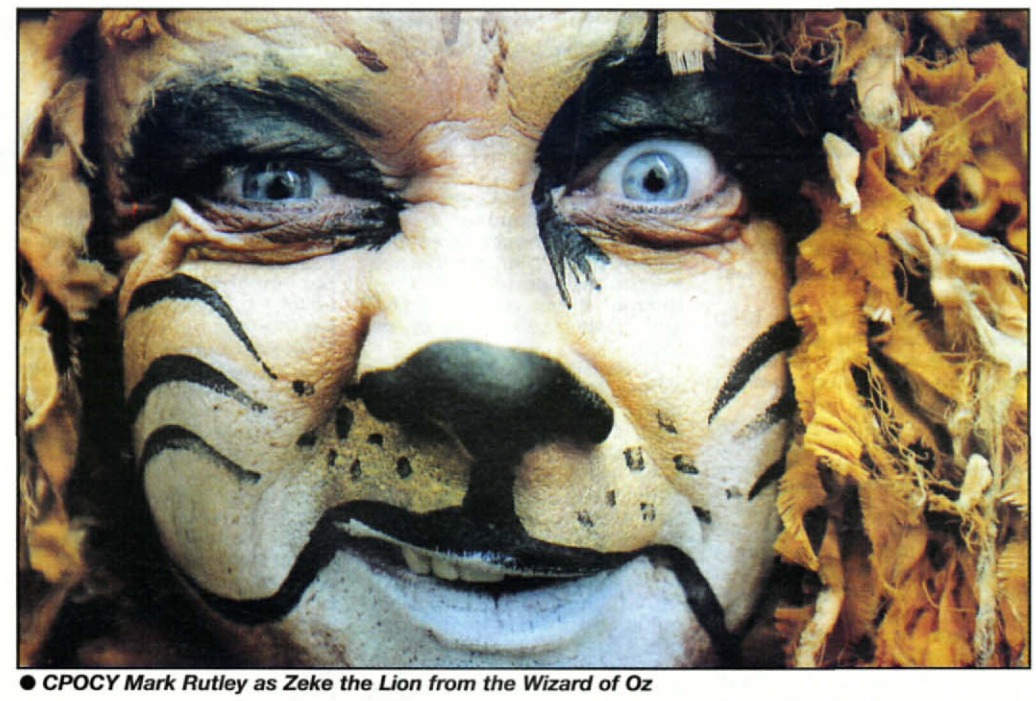
A ROYAL Navy chief petty officer has been making an impact on the global stage – as an actor, that is!

At the United States European 2002 Tournament of Play held in Heidelberg, CPOCY Mark Rutley performed before an audience of 2,000 people.

The Tournament runs throughout Europe and this year attracted 24 other plays, competing for the "Toppers Oscars".

Mark was the only British Service man to perform at the awards ceremony, and was thrilled to find himself nominated for "Best actor in a musical" for his performance in the Wizard of Oz.

When the stage isn't calling, Mark can be found at the Supreme Headquarters Allied Powers Europe in Belgium.



● *CPOCY Mark Rutley as Zeke the Lion from the Wizard of Oz*



● *WO (M) Eddie Seaborne*

Thirty solid years and still going

THIRTY years to the day after walking through the gates of HMS Ganges as Junior Seaman Seaborne, WO(M) Eddie Seaborne found himself debriefing the Commander in Chief Fleet, Admiral Sir Alan West, on the personnel issues causing concern to Naval folk.

Predominantly a type 42 man, Eddie came under fire in Cambodia while working for the UN, but says his most dangerous job was teaching RN personnel how to handle the SA80 at the Naval Military Training School.

Déjà vu strikes quayside rescuer

THERE was a sense of 'been here before' for PO Stephen Warren, the Bosun of HMS Hurworth, when he jumped into the water to help an elderly gentleman.

For the second time in just two years, PO Stephen Warren dove into the quayside water to rescue a hapless passerby who had fallen between ship and quay.

As PO Warren's ship was alongside in Weymouth, people walking along the busy quay stopped to talk with the ship's company.

One veteran of the Naval life stopped to ask the Quartermaster about the Navy's Hunt class mine countermeasures vessel.

As he stepped forward to hear the reply, he stumbled and fell into the narrow gap between the ship and quayside.

PO Warren was working on the upper deck near the gangway when the accident happened.

"As soon as the elderly gentleman fell in, I just jumped over the side of the ship into the water next to him," says the Bosun.

The Quartermaster had piped man overboard and swiftly the ship's company mustered to help.

"I was in the water with him and checked to see if he was OK. I used a chain on the jetty to keep both of us afloat," tells PO Warren.

Hurworth officers say that PO Warren's prompt action, despite the real danger to himself, kept the elderly man on the top of the water and stopped him being dragged under the Royal Navy warship.

Using a combination of the pilot's ladder and a strop lowered from a davit, the two were retrieved by their companions from the Weymouth waters.

The unlucky man was taken down to the Senior Rates mess and given a warm drink and a change of clothes into Royal Navy blue overalls. He'd survived his unfortunate experience without a scratch, and was laughing about his slip as soon as he came out of the water.

When the emergency services arrived on the scene, they found the accident victim firmly ensconced in the heart of Hurworth, cheerfully talking about his life in the Royal Navy and waiting for his clothes to dry.

After carefully checking over the now-dry man, the ambulance departed leaving the minehunter's visitor to enjoy a couple more hours on board before finally returning home, having thanked everyone on board for their swift action and help.

The Commanding Officer, Lt Cdr Jason Petherick said: "PO Warren was really impressive. It was in the finest traditions of the Services."

He also commended the rest of the ship's company: "The boys acted as a team at the drop of a hat."

PO Warren's previous rescue had been from the deck of HMS Pembroke in Scotland, when a female passerby had also accidentally taken a plunge into the adjacent water.

PO Warren admits he seems to be making a habit of these quayside rescues, but insists that he did no more than anyone else would have done in the same situation.

But for one ex-Navy man, his quick-thinking will have made all the difference.

For his efforts, PO Warren will be awarded the ship's Benson Memorial trophy, named after an AB who served in the last Hurworth during World War II.

HMS Hurworth's fishery protection role will continue for the rest of the year. In July she will be found protecting the fishery stocks along the South West coast and around Wales.

Lads of 958 NS RM gather for special sergeant

NATIONAL Servicemen from 958 NS Squad Royal Marines paid tribute to C/Sgt George Cockram Ashley, their instructor from 55 years ago, at their reunion.

One member of the squad Arnold Hadwin said: "We were special. But it was Corporal Ashley who made us special."

"It is impossible to convey the exhilaration of winning your Green Beret. Every muscle of the body and every fibre of the brain is exercised on the commando course. At no time can you be more alive.

"Ashley transformed our lives. We all owe him a great deal."

Ashley joined the Royal Corps in 1936 and served in the Spanish Civil War and World War II. He was invalided out of the service in 1952 while serving with 41 Cdo RM in Korea.

958 was Ashley's first squad after he joined Deal as an instructor in 1947.

Son's best wishes for twin brothers

THIS July, twin brothers Sam and Ken Currie who both served in the Royal Navy in WWII are celebrating their 80th birthday.

Sam drove one of the landing craft during the D-day landings until the boat was shelled out of the water. He woke up to find himself in a foxhole on the beach, with no idea how he got there. Forty years later he had a call from an 'oppo' who announced he was the one who dragged him ashore.

Meanwhile his brother Ken was on minesweepers in the Indian Ocean, before moving on to Illustrious.

Sam's son Paul, who kept the family tradition going himself with 12 years in the Navy, contacted us to mark his family's special day.

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● *Cdr Geoffrey Coles with his two sons from the two Forces*



● *Bill Stone, at 101 the oldest member of the HMS Newfoundland Association, is pictured enjoying his tot of rum at the recent 14th association reunion, the diamond jubilee for her first commission in 1942.*

Boys in blue and brown!

WHEN Air Engineering Mechanic Richard Coles passed out of HMS Raleigh after his basic training both his father and brother were there to congratulate him.

Cdr Geoffrey Coles has spent 32 years in the Royal Navy and is a Marine Engineer serving at Devonport Naval Base, and Richard's brother is a Second Lieutenant in the Army in the Salisbury area.

At the Passing Out Parade, Richard received the Owen Cup, awarded for the highest individual marks in the final examination after Part 1 training.

A kiss for her hero



A KISS of congratulations for Lt Col Philip Wilson RM from his wife Jo.

The Royal Marines officer visited Buckingham Palace with his family to receive his MBE from the Prince of Wales for his work as the Chief of Staff military adviser and training team for central eastern Europe based in the Czech republic.

In a long and varied career with the Forces since 1968, he served as Company commander for 42 Commando during the Falklands War.

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LADY FROM MIDLANDS seeks male penfriend 47-50. Karen 5'4 blonde **NN JLY 11**

PAM WANTS to hear from sailors from Liverpool 30 - 35 **NN BOX JULY 12**

FUN LOVING 36 enjoys keep fit seeks single male penpal **NN BOX JULY 13**

ATTRACTIVE, BUBBLY, cuddly Midlands redhead seeking tall N/S 40+ serviceman **NN BOX JULY 14**

SINGLE BLONDE female seeks single sailor/marine 28+ for friendship and fun **NN BOX JULY 15**

PERSONAL

LADY 37, SLIM brown eyes, shoulder length chestnut hair, would like to write to single male 30-40. GSOH kind nature, must like children and animals. preferably tall good looking with beard or moustache. **NN BOX JULY 16.**

-PEN PALS-

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NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subjected to copy approval. *Navy News* reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Please note: *We can take no responsibility for the nature or source of the replies received.*

You must be over 18 to advertise in this column.

Helping Hands



● *POPT Billy May at the end of the Boston Marathon, his second marathon in just 54 hours*

News in brief

■ HMS Raleigh trainees have been making efforts for two local charities. Those of Cunningham Division charging lost property 'fines' made £1,200 for South Devon and East Cornwall Cancer and Leukaemia in Childhood.

A sponsored wheelchair marathon around a 2.6 mile course raised £443.46 for the Churchtown Farm Outdoor Adventure Centre for mentally and physically handicapped people.

■ **PEDALO-MAN Paul Tucker has broken world records with his successful traversing of the English Channel in his human-powered propeller-driven dinghy. He has now raised more than £6,000 for the British Legion.**

■ PLYMOUTH Service wives, despite wind and rain, enjoyed donning the latest fashions for a day of fundraising for the charity Hope and Homes for Children, making £454.

■ **A TEAM from HMS Ark Royal are planning to cycle from Buckingham Palace to Portsmouth for the Stroke Association.**

■ ADMIRAL Sir Horace Law was guest of honour for the opening of the newly-refurbished RSR Rowner Centre in Gosport.

■ **HMS St Albans hosted a cocktail party for Wessex Heartbeat, welcoming friends of the charity and representatives of Portsmouth businesses. Ocean FM presented the good cause with a cheque for £30,000.**

■ DEVONPORT'S riggers have been out and about helping a local drug-misuse charity at Hamoaze House remove an unwanted flagpole.

■ **REAR Admiral Paddy O'Riordan walked 220 miles along the Southern Upland Way to gather almost £9,000 for SSAFA Forces Help.**

■ HMS Northumberland's darts team have completed their charity challenge tour, with over £1,200 for the Calvert Trust.

■ **THE British and International Sailors' Society held its yearly six-a-side football competition at Portsmouth's Burnaby Road Grounds. It is now looking for competitors for an "It's a knockout" challenge at the same location.**

■ SSAFA Forces Help have presented Golden Jubilee awards to eight volunteers who have given over 50 years service.

■ **CPO Terry McCormack of HMS Nelson is out there doing everything he can – which includes drawing cartoons – to find funds to help 6-year-old cancer patient, Robyn Brooks.**

■ TWO ex-RAF men, one paraplegic and one amputee, are on their way round Britain by handcycle and kayak on behalf of the National Blood Service and British Legion.

Billy's double for TA man

IN less than 54 hours and on two continents, a group of Territorial Army men and one Royal Navy Physical Training instructor ran two marathons in memory of Warrant Officer Simon Turner of the Honourable Artillery Company (HAC).

Simon died in the shattering events of September 11, leaving his wife Elizabeth pregnant with their unborn son William.

Simon's friends in the HAC, a Territorial Army regiment based in the City of London, decided to establish a trust fund for his son's education in the years to come.

The decision was make to take on the new challenge of running the US Boston marathon with a Royal Naval field gun and limber in memory of Simon because of his close links with the US city.

But the Army didn't really know all that much about Navy field guns.

So they turned to the Navy for help with their training. And after a hugely successful field gun year at HMS Collingwood, POPT Billy May was the obvious choice.

It didn't take long before Billy was signed up for the running as well. As he says: "To start with for me, a typical PT, it was a physical challenge."

The organisers of the Boston marathon decided that for health and safety reasons, the field gun pull was not practicable.

Undaunted, the men decided to stick to their original plan – but in their utmost wisdom, they decided to run the marathon twice.

First in a time of 4 hours 55 minutes, 20 men from the HAC and Naval man Billy ran the distance of a marathon pulling the 1,000kg gun around Army Training Regiment Pirbright's grounds.

Then 15 of them – plus Billy – hopped on to a Virgin Atlantic plane to Boston, USA, and took off on their second marathon, minus the gun, in a total time of 5 hours 15 minutes.

Both races were run in combat trousers and Army boots.

Elizabeth Turner was stood at the finish line to greet the men at the end of their heroic efforts.

The entire team have sworn to meet again once William has turned 18 to run the Boston marathon with him in honour of his father.

And every year, William will receive a birthday card sent by PO PT Billy May because the PTI will never forget the family or the camaraderie that the event generated.

He says he feels grateful as a Navy lad to have been part of such a momentous undertaking.

The efforts of everyone involved raised over US $50,000 for the Simon Turner Memorial Fund.



● *HMS Ocean's 100 mile relay runners* Picture: LA Phot Angie Pearce

Ocean's 100

ONE hundred runners from HMS Ocean each ran one mile around the flight deck in a valiant attempt on this year's Fleet Trophy with a time of 10 hours, 46 minutes and 39 seconds.

Many runners achieved personal bests, with Sgt Allchorn of the Royal Marines running the fastest time of 5 minutes 5 seconds.

This event, along with an earlier one, has collected £351 for the Leonard Cheshire Homes.

■ In memory of his uncle Harry Izzard who died of cancer, Cpl Garland in HMS Ocean along with his colleagues from 9 Assualt Squadron Royal Marines rowed the 157km length of the Suez Canal on an indoor-rower to raise £550 for 5E Leukaemia ward of JR Hospital in Oxford.



● *The "Comms Chicks" of HMS Collingwood's Communication Warfare Training Department took on the challenge to gather over £1,000 for Cancer Research in the Portsmouth Race for Life*

Helping Hands



● *Staff from HMS Sultan at Southampton's new football ground* Picture: LA Phot Adrian Hughes

ST MARY'S Stadium, the home of Southampton football club, proved the ideal project for trainee Marine Engineering Mechanics of HMS Sultan.

The brand new stadium came equipped with all mod cons, but the club's community lounge was kitted out in dreary magnolia.

A class of young MEMs, with their instructor PO Al Parr, set out to brighten up the room into the club's distinctive red and white stripes.

Two ardent Southampton fans, WO Nick Aldridge and CMEM Andy Gatherer, along with a class of petty officers on their professional qualifying course next took up the baton.

After six weeks with paint brush in hand, the gang could stand back to admire the spectacular room.

To say thanks for all their hard work, the football club hosted a lunch for the men in the newly decorated room. On one wall now hangs proudly the crest of HMS Sultan, and back in Sultan, can be found a signed team football shirt.



TRYING a taste of life on the run, CPO Paul Evans and his partner-in-crime LWEA Ritchie Gray took on a charity jailbreak from Dartmoor Prison. From Exeter to London, the two talked helpful British Rail staff into first-class tickets to Newcastle.

Then they made an appeal on a local radio station – but unwittingly during the 'Love Zone' show. The lovelorn duo got as far as Edinburgh, which meant a total of over £300 for Vranch House School for children with cerebral palsy.

Senses bloom in Trust garden

A SMALL group of the ship's company of HMS Illustrious visited the Martha Trust in Kent to present a cheque for £3,000 that the ship has raised for their affiliated charity.

In bright sunshine, the guests sat in the one-acre garden, full of bright, aromatic, vibrant plants surrounded by trickling, gurgling water – a feast for all five senses built by the hard work of the carrier's company.

It all began three years earlier with the simple question: "How about a little water feature?"

CPO Mark Collins and some of the other crew had visited the Martha Trust to begin a new affiliation with the disability charity.

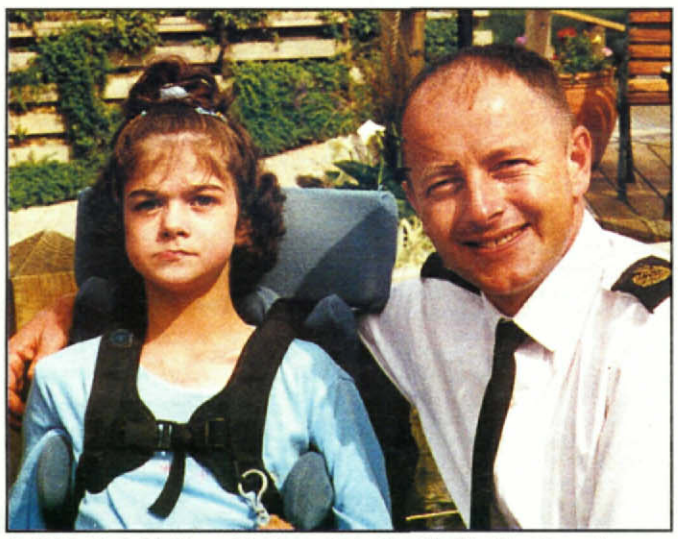
Graham Simmons, the Trust Director, explained: "The members of the ship's company were obviously very taken with what they saw.

"Mark turned back at the end of the visit and said that he'd like to do something a bit more tangible and pointed out that our pond was looking a little tired."

And then he asked that all-important question.

From that slight beginning, the might of the BBC became involved with Charlie's Garden Army, and a sensory garden for everyone in the home was born.

In the last three years, the aircraft carrier has pulled together over £10,000 in support for the Deal-based charity.



● *CPO Mark Collins with Georgia in the Martha Trust garden*

It has also made a few dreams come true. Residents of the home have been to visit HMS Illustrious when she has been alongside.

One little girl, Georgia, had always wanted to sit in the Captain's chair, and was obviously thrilled to visit the carrier's bridge and experience the Captain's birds-eye-view.

Georgia, aged nine, is one the children and adults who live with profound physical and learning disabilities for whom the Martha Trust cares.

Mark knows Georgia well and has built up a fond relationship with the little girl: "She's very switched on, but it's very difficult for her to communicate."

He said: "We've really created something special with the Martha Trust, and they're great people."

Mark has now left the aircraft carrier but plans to keep alive his links with the charity.

Graham added: "I want everyone to know how grateful we are to the Royal Navy and particularly HMS Illustrious and her crew, not just for the funds that they have raised on our behalf, but for the ongoing legacy of the garden.

"It's been fantastic."



● *This year's Gibraltar Field Gun pull* Picture: Cpl Martin Sadler RAF

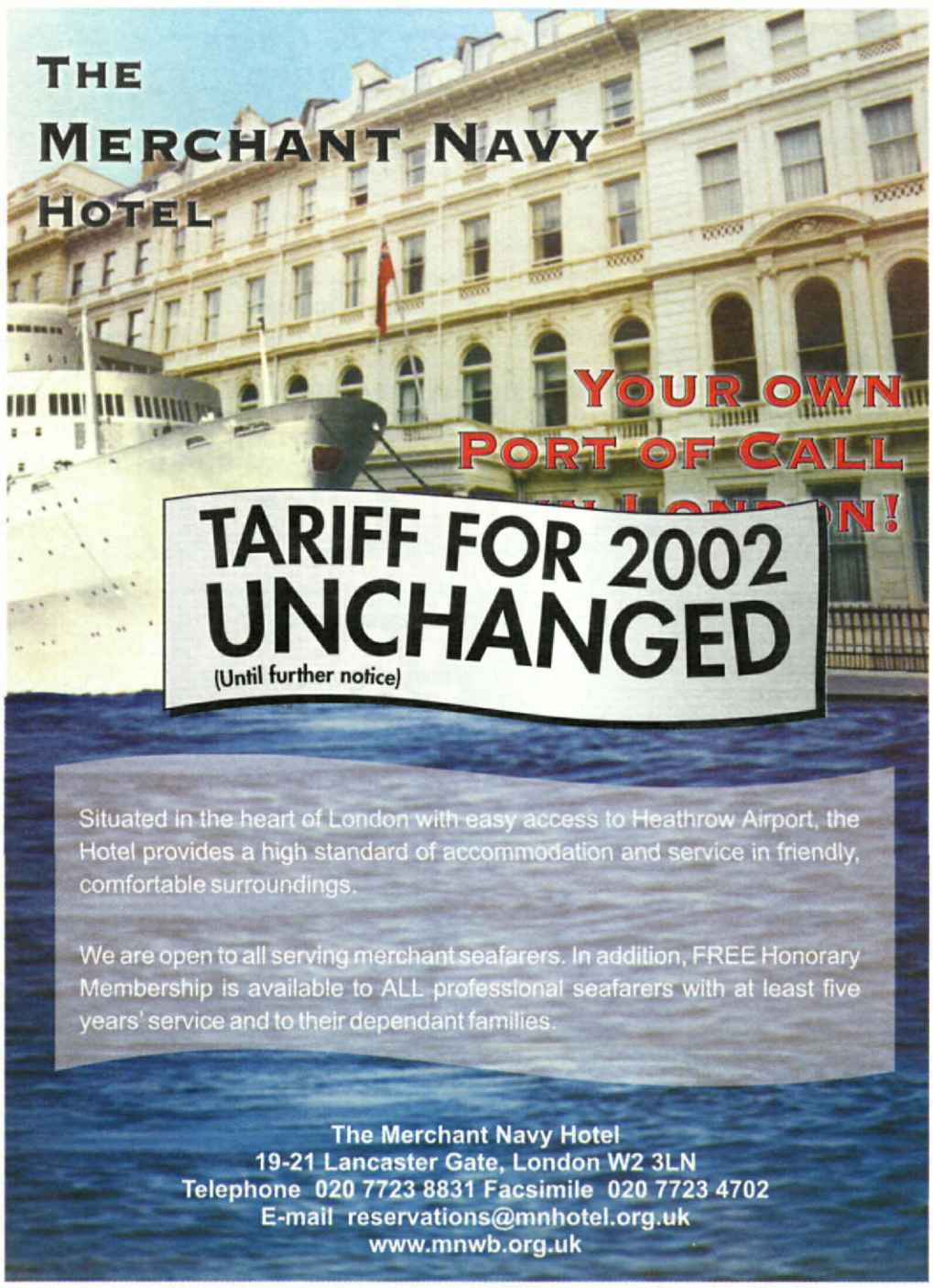
Records break on Gibraltar Rock

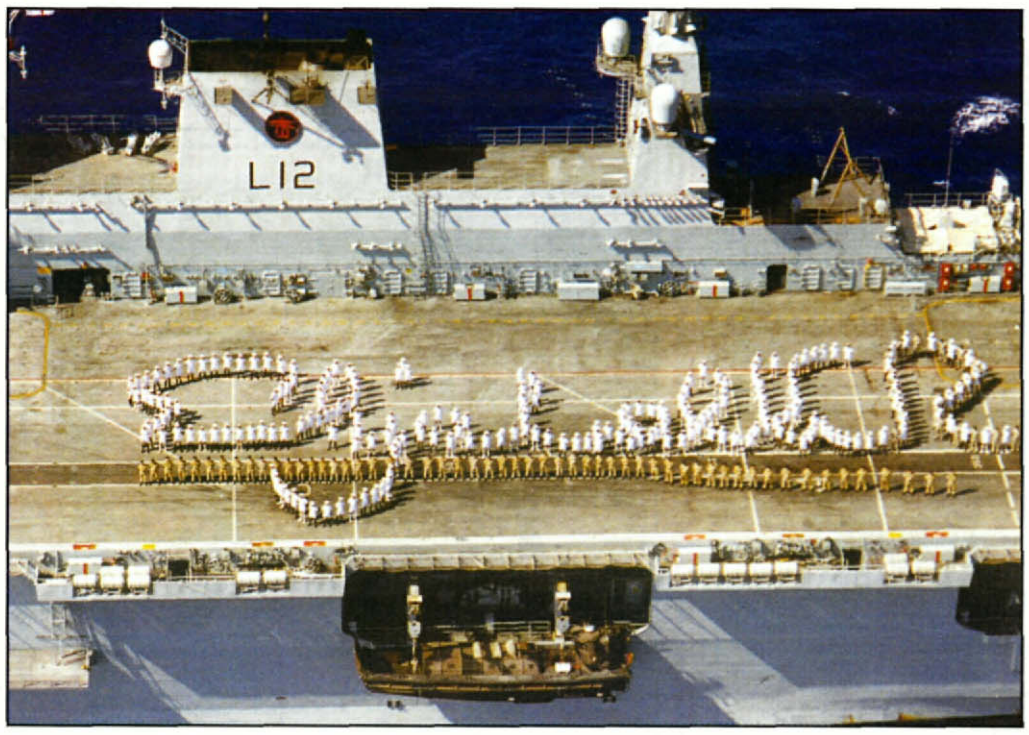
SETTING a new phenomenal time for the annual charity Field Gun pull up the Rock of Gibraltar, this year the team managed a heart-stopping 53 minutes 30 seconds.

Year on year, the time has been reducing to drag the 1,000kg gun from Devil's Tower Camp up the Rock to Jew's Gate.

But this year's effort beat the record by almost four minutes. This bodes well for the team's performance in the Field Gun Competition held annually at HMS Collingwood.

The event has garnered a total of over £1,000 for the Gibraltar Disability Society and Services pre-schools.





● *Top: Helicopter carrier HMS Ocean's tribute to the Queen's Golden Jubilee where the ship's company spell out the royal signature on the 170 metre flightdeck – perhaps inspired by our March issue which featured a photograph of the crew of HMAS Vengeance's similar feat during the 1954 Royal World Tour*



● *Right: Leading Cadet Charlotte 'Charlie' Dover of TS Black Swan, based at Sunbury, holds the rain off the Queen as she arrives at the Royal Academy of Arts to present the Golden Jubilee Awards to rising talents of the arts world*

With all our best wishes, Ma'am

IT'S BEEN fifty years, and the Royal Navy has been by her side for all of them.

Not only in the person of her husband and three of her children, but in spirit every Naval rating and officer has been proud to serve their Queen and country.

The Royal Navy lined the streets for the Coronation procession in 1953, and the Silver Jubilee filled the pages of the 1977 *Navy News*.

This year, members of the Royal Navy and Royal Marines lined the streets of London for the Golden Jubilee Procession from Buckingham Palace to St Paul's Cathedral.

Naval men and women from all across the country came together to form the Guard of Honour and mark this half-century of the Queen's rule.

The stirring music for the procession was provided by the Portsmouth Band of the Royal Marines.

The Queen has been touring the country since May and at many places on her route she will have seen the familiar Royal Navy uniform.

Jubilee celebrations have been a large part of life at home and abroad.

In the Indian Ocean the ship's company of HMS Ocean raised a toast in Jubilee Divisions in tropical uniform to celebrate the Queen's rule.

And in Supreme Allied Commander Atlantic NATO headquarters in Virginia, USA, 61 British and Canadian officers, ratings and civilian staff gathered to splice the mainbrace with a tot of rum in congratulation.

Golden Jubilee street parties provided jubilant entertainment around the country, with Naval personnel and their wives organising events and festivities.

In one of Gosport's largest Jubilee parties, a mix of MOD and civilian families from the Naval town threw a riotous event for almost 200 local children that carried on all day and well into the night, and the same story can be heard from Naval families all across the country.

Sailors from HMS Collingwood exercised the establishment's freedom of the borough as part of Fareham's Golden Jubilee merrymaking. With drums beating, flags flying and bayonets fixed, over 17 Naval personnel marched through the city centre.

Type 22 frigate HMS Cornwall started the Jubilee celebrations in style with a 21-gun-salute when the Queen began her tour in Falmouth on May 1. And Cornwall's guns were due to sound again on June 27 during the Armed Forces' tribute to the Queen which is being held in Portsmouth.

Commanding Officer of the Plymouth-based frigate, Capt Steve Kirby said: "We are delighted to be playing a full part in this special tribute before we head north to play a command role in a multi-national exercise off the Scottish coast."

This big military celebration for the Queen's Golden Jubilee will be taking place as *Navy News* goes to press on June 27.

Centred around HMS Excellent, Whale Island, the tri-Service celebration promises spectacular displays featuring all the Armed Forces.

The Queen made it clear to organisers her wishes to meet with the men and women who make up the main body of all three Services and spend their lives protecting the nation.

As well as the Plymouth frigate, a number of other Royal Navy ships, large and small, will be on display to the royal visitors.

The aircraft carrier HMS Ark Royal will be joined by two Royal Fleet Auxiliaries, supply ship Fort Victoria and landing ship, Sir Bedivere.

HMS Cardiff will be representing the destroyers, and Type 23s Kent and Lancaster will be alongside.

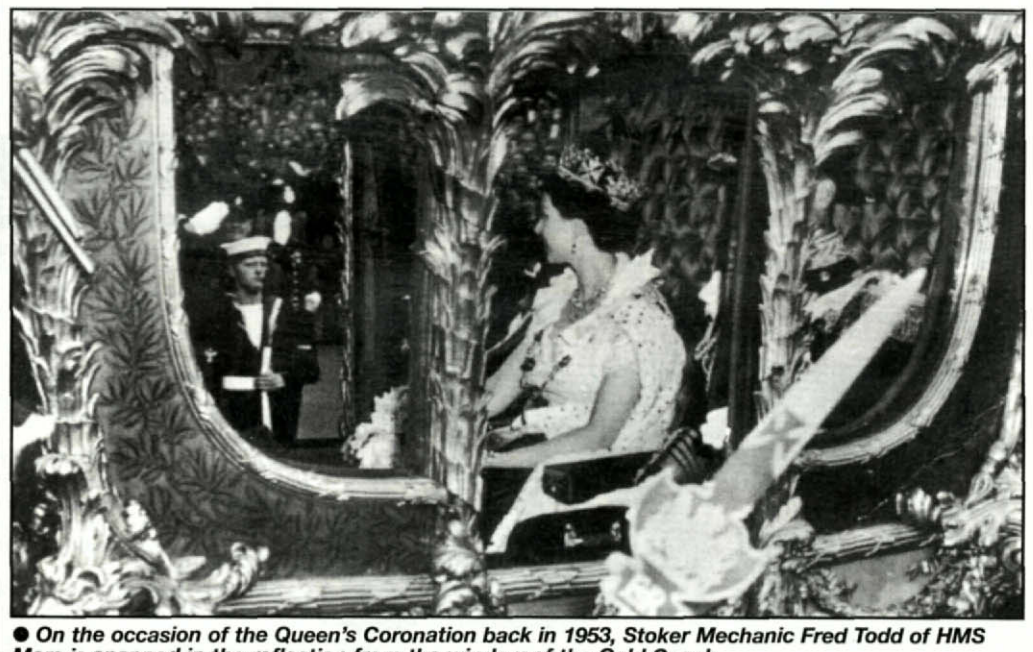
Smaller ships include mine countermeasures vessels HMS Cattistock, Hurworth and Penzance, while a fourth MCMV HMS Bangor will carry the Queen down Portsmouth harbour.

Archer-class training boats Blazer, Dasher, Tracker and Raider will also be spied in the harbour and Island-class patrol ship HMS Alderney will be on hand as part of the big day.

I send my warm thanks to all those in the Ministry of Defence, both past and present, on whose behalf you have sent your kind message of loyal greetings on the occasion of my Golden Jubilee.

Please convey my gratitude to them, and to all members of the Armed Forces for the dedication and public service which they have shown over the last fifty years in defending Britain and strengthening international peace and security.

Elizabeth R.



● *On the occasion of the Queen's Coronation back in 1953, Stoker Mechanic Fred Todd of HMS Mars is snapped in the reflection from the window of the Gold Coach*



Her Majesty The Queen's Golden Jubilee 1952~2002

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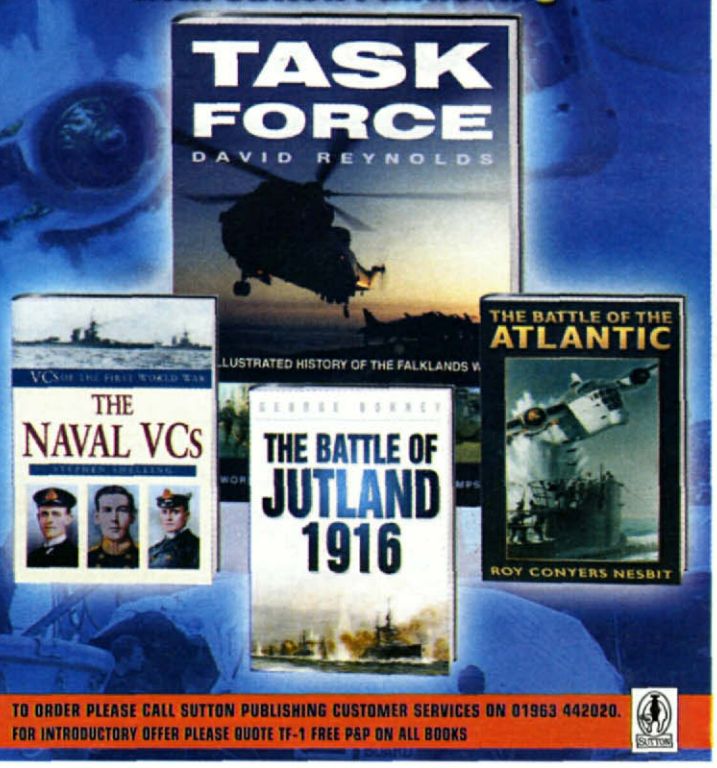
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● *Tugg's unique take on the Silver Jubilee from the Navy News 25 years ago*





● *Top: The Royal Navy lined the streets of London for the Golden Jubilee procession* Picture: PO Phot P. Hanson

● *Left: The Honour Guard stands to attention as the Queen arrives in Glasgow as part of her Jubilee celebrations tour*

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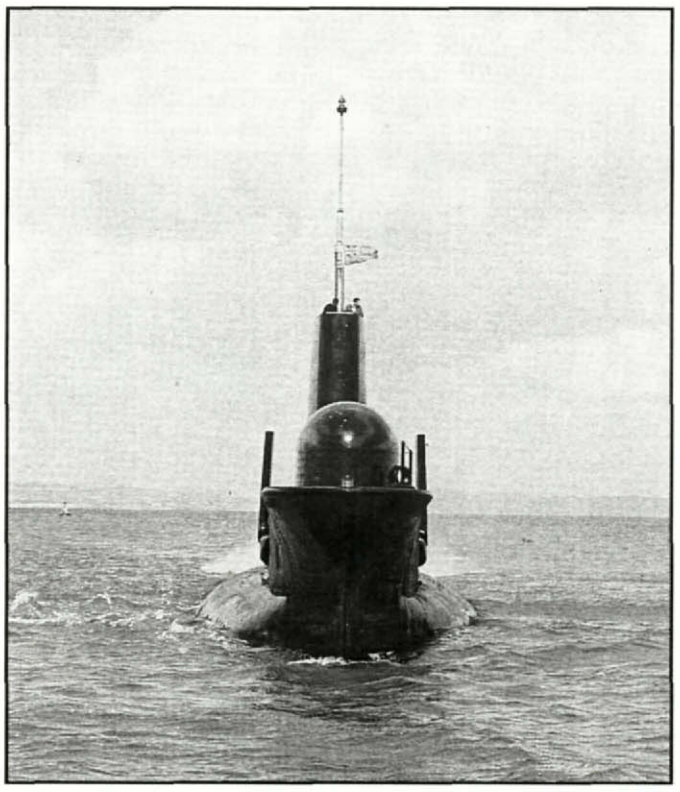
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Olympus on her way home to UK



● *Campaigners hope to bring Olympus back from Canada*

ORGANISERS of a new Submarine Heritage Centre in Barrow hope that a 3,000-mile voyage home lies ahead for the Barrow-built submarine that was once HMS Olympus.

A dedicated group of ex-submariners and shipbuilders have joined together to form the Submarine Heritage Centre that will celebrate the design, build and operation of submarines built at Barrow since 1886.

The group has won the agreement of the Canadian Department of National Defence for the sale of the Oberon-class submarine.

Olympus was launched at Barrow in June 1961, and served with the Royal Navy for 27 years before being sold to the Canadian Navy in 1989.

She has spent the last 13 years of her life as an alongside training submarine, and is now to be found in Nova Scotia at Dartmouth Harbour, Halifax.

But since the British decision to sell the new Upholder class of submarine directly to Canada, Olympus is now surplus to requirements.

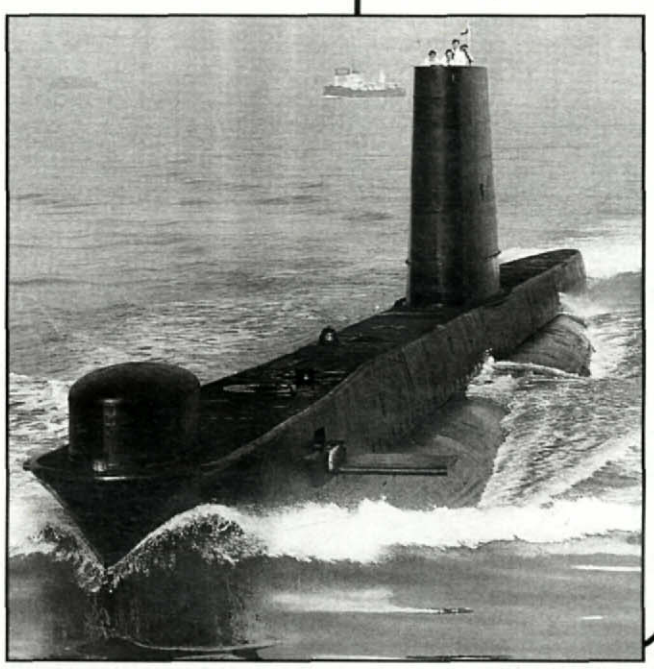
Back in the UK, Olympus is wanted to form the centrepiece of the new heritage attraction planned for Barrow's original Furness Railway Station buildings.

But first the boat has to be brought back by barge from Canada to the Centre opposite the Vickers-Armstrong shipyard where she was originally built.

A sponsorship drive has been launched to raise the £600,000 needed to bring Olympus home.

Each £2 raised is enough to bring Olympus 10 yards nearer her UK home.

Information on the Submarine Heritage Centre and details on how to contribute can be found at: www.submarineheritage.com or call: 01229 462617.



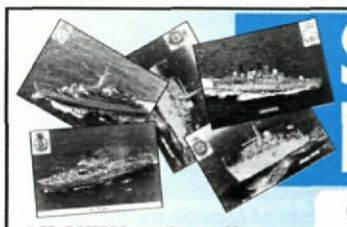
Identity quiz for retired submarine

O BOAT HMS Otus has been saved from her Portsmouth Harbour resting-place at Pounds' shipbreakers to start a new life as a tourist attraction in Germany.

The barge towing Otus to her new Kiel Canal home reported back that Otus had sparked the interest of a patrolling warship en-route, which had made attempts to contact the submarine before realising that she was under tow.

Otus' sister Osiris remains waiting at Pounds' Shipyard in Tipner.

● ***HMS Otus put through her paces in the Solent just off HMS Dolphin in 1982***



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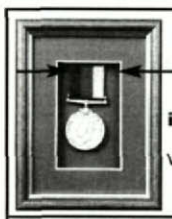
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Old and new in Pompey

HMS MANCHESTER has returned to her base port of Portsmouth after almost two years in refit at Plymouth and sea trials in home waters.

The Type 42 destroyer, primarily equipped for air defence of a task group, was launched in 1982.

With a ship's company of over 240, many of them with homes in the Portsmouth area, the arrival was a welcome event.

The ship's Commanding Officer, Cdr Charles Ashcroft, said she had been well served during the extended time in the contractors' hands, but the crew had worked very hard during trials and were looking forward to being back with family and friends.

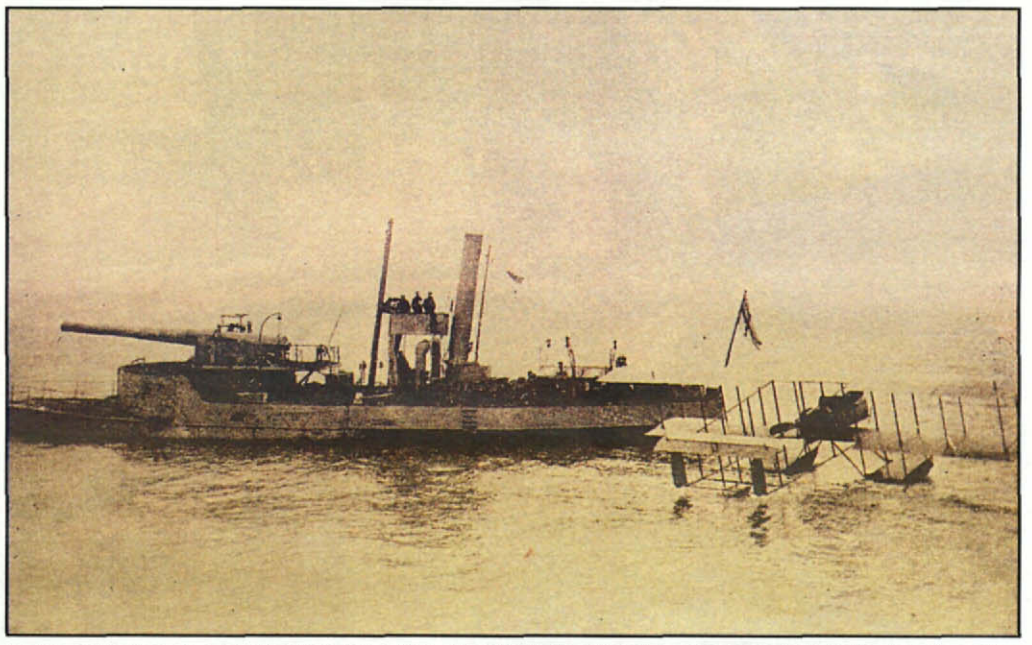
Manchester will deploy on operational tasking later this year.

On the same day as Manchester put in an appearance, the Navy's newest major warship, HMS St Albans, also arrived in Portsmouth at the end of her first month at sea.

The programme saw the Type 23 frigate put through her paces in a series of demanding trials in the North Atlantic. She was formally commissioned on June 6 and will undergo further trials over the summer before becoming operational in September.

For one crew member, serving on board the frigate has special significance – Lt Al Dighton moved to St Albans from London last year. "It's pure coincidence – I have lived in St Albans for 12 months and only found out I was joining the ship in March," he said.

"But it does seem extra special working in the ship which shares the name of my home town."



● *An early air-sea operation involving HMS Handy during Belgian coast operations in October 1914*

Rebirth hopes for Victorian gunboats

A HAPPY ending is on the cards for HMS Gannet in Chatham Historic Dockyard, but sadly HMS Handy is still languishing in need of a home.

Handy, a trials gunboat built in 1883, is thought to be one of the last surviving genuine gunboats in British waters.

Pounds' Shipyard in Portsmouth bought her back in the 1970s when she was a crane barge working out of Dover.

Her condition is described as rough, but recoverable. She still has her steam engine, and a couple of auxiliaries, but the decks need redoing with structural work.

Pounds' Shipyard has held on to her in the hope that someone would want to do her up as a part of naval heritage, but 30 years on she is still in need of a home.

On the positive side, a cash injection of £1.4 million has guaranteed the future of HMS Gannet, a Victorian composite screw sloop, at Chatham Historic Dockyard.



● *HMS Gannet at Malta in 1890, as she will be restored*

Since the 1878 naval sloop arrived in Chatham in 1987, the main concentration of work has been in conserving the hull. But the major restoration has been on hold while funding was sought.

In 2000, Gannet won a place on the prestigious Core Collection of Britain's Heritage Fleet, decided by the National Historic Ships Committee.

The plan is to restore the warship to her 1886 appearance, when she was involved in action defending the Sudanese port of Suakin.

This grant from the Heritage Lottery Fund brings the total award for the restoration work up to £3 million.

Gannet should be open to the public at Chatham Historic Dockyard in 2004.

Bill Ferris, the chief executive of the Dockyard Trust, said: "This project will be fascinating for our visitors to watch.

"When completed Gannet will change the dockyard skyline, her masts will be almost 100ft tall and the ship will become a stunning attraction."

Two pounds a month to put a smile on this little girl's face – and thousands more children like her. *Claire Port*, talking to Monique Bateman, Director of the Royal Navy and Royal Marines Children's Fund, found that –

CHARITY BEGINS AT HOME

OR THAT is how the old saying goes. But one of the Navy's most important charities is falling short of funds that could make a difference to struggling Service families.

Six-year-old Chloe Orchard is the proud owner of a shiny red Supatrike, which the Royal Navy and Royal Marines Children's Fund bought to keep her mobile.

"Chloe has cerebral palsy and this is a very special trike to help her with her balance," said Monique Bateman, Director of the children's charity.

Chloe's father PO MEM Gary Orchard and his wife Mandy, approached the Fund to help them provide their daughter with special needs equipment, including a large computer keyboard and joy stick.

Chloe, who is just one of the 3,000 children helped since the Fund was established in 1998, has become a keen cyclist. She often makes the short trip from her home in Hilsea, Portsmouth to visit her friends at the Stamshaw-based charity.

Mrs Bateman, hopes to encourage Service personnel to contribute to Naval charities so that more children, like Chloe, can benefit from its support.

"If everyone in the Navy signed up for Voluntary Donations from Pay, even if it was just £2 a month, we wouldn't have a financial problem," she said.

The purpose of the Children's Fund is to support families where one or more of the parents are deployed at sea. Many people live too far away from the support of relatives and friends, so this is where the charity steps in.

"Charity begins at home - that is what we are about – helping people to stay together, helping families stay together. A lot of our work is pro-active, we try to help before a crisis," said Mrs Bateman.

The Children's Fund has spent nearly £200,000 on supporting Naval families with children aged up to 25 since April and anticipates crossing the 3/4 million mark by the end of the year.

The Director acknowledged this was a lot of money but said the children they were assisting had got exceptional needs.

Even though the campaign for Voluntary Donations from Pay had entered its second year it was feared that not enough people knew about it.

"All the money goes to Navy charities and the Children's Fund gets 40% because of its size and the number of people being helped," said Mrs Bateman.

But current pay donations hardly scratched the surface, as only one in 40 serving men and women made contributions.



● *Chloe and her family, dad Gary, sister Amberley and mum Mandy, are thrilled with her Supatrike*



● *"You never expect these things to happen to you and that's why I think it's important for Service persons to seriously consider donating from their pay." – Monique Bateman*

However, the number of families calling on the Children's Fund was on the increase. "More and more we are finding that we are supporting the serving man in times of family breakdown," said Mrs Bateman.

"You never expect these things to happen to you and that's why I think it's so important for Service persons to seriously consider donating from their pay."

Currently, the charity has 1,000 children on its books. Ninety of them attend specialised boarding schools, which give them the much needed stability and continuity that are not always available at home.

Another of the Fund's most successful projects is a respite house, situated in Gosport, Hampshire, where high-maintenance children can stay to give their mums and dads a break.

"This is very valuable to families, particularly if you have a mum on her own and she's not getting enough sleep because she has a child with behavioural problems. It gives her a night off."

The Children's Fund gains the majority of its money from King George's Fund for Sailors and Greenwich Hospital, but recently it has also received donations from Naval establishments including HMS Excellent, the Leisure and Amenities fund at HMS Nelson and the Royal Naval Drugs Presentation team.

But Mrs Bateman stresses the difference that Voluntary Donations from Pay could make.

"I believe that in the Army and Air Force it's just one of the things you sign up to, hence their benevolent funds are very well off," she said.

"No one expects to be in a position to have to go to a charity for funding and most of us are proud and don't want to ask for help. But sometimes we have to when children are concerned, just so we can get the best for them."

❑ If you would like more information about making an application or voluntary donation, contact Monique Bateman, at Castaway House, 311 Twyford Avenue, Portsmouth, or call 02392 639534.

Fleet's new Chaplain

Succeeding the Ven Simon Golding as Chaplain of the Fleet and Archdeaon for the Royal Navy is the Rev Barry Hammett (right).

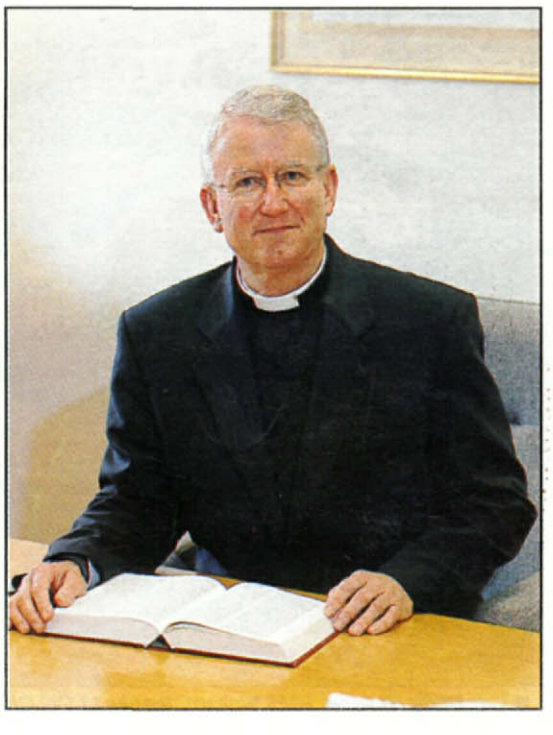
He is also the new Director General for the Naval Chaplaincy Service, based in Portsmouth Naval Base.

Ordained in 1974, Mr Hammett joined the Royal Navy in 1977. His main career posts have been as Chaplain at the Royal Marine Training Centre, Lympstone; of the Third Frigate Squadron; at the former shore base HMS Fiskard, Cornwall; in the destroyer HMS Glamorgan; and at the Permanent Joint Headquarters, Northwood.

After four years as Staff Chaplain to the Chaplain of the Fleet, he served at Britannia Royal Naval College, Dartmouth.

He was Staff Chaplain to Flag Officer Surface Fleet Flotilla, Anglican Chaplain to Portsmouth Naval Base and was for four years in the tri-Services post as Principal of the Armed Forces Chaplaincy Service in Andover and latterly Staff Chaplain to C-in-C Fleet.

"There have been great changes since I joined in the Royal Navy," Mr Hammett told *Navy News*. "Like the nation as a whole, it is a much more multi-cultural and multi-faith community and chaplains have a responsibilty to ensure people of all religions are enabled to practise their faith."



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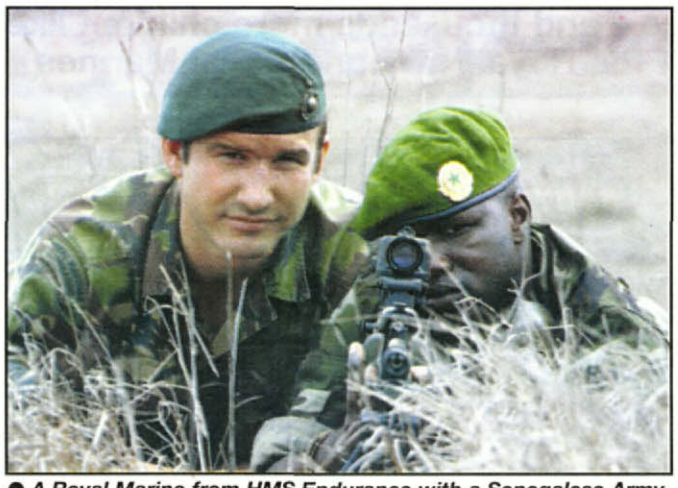
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Campbeltown clocks up record miles



● A Royal Marine from HMS Endurance with a Senegalese Army soldier getting to grips with the SA80 Picture: LA Phot Wareing

Fire and ice for Red Plum in Africa

THE Navy's ice patrol ship HMS Endurance has been basking in the tropical heat of African Senegal.

The go-anywhere, do-anything anytime nature of the Royal Marines was on display when members of the Endurance detachment leapt ashore for an exchange of ideas and some mutual training with the Senegalese Army at Dakar.

The six-strong Royal Marine detachment is carried with the ice ship for their expertise in the cold weather environment.

Certainly the humidity and temperature of 30 degrees centigrade in brilliant sunshine made a marked contrast to their previous months working in temperatures of less than minus 30 degrees.

Lt Pete Clarke RM, one of the Lynx helicopter pilots on board, spent a rewarding morning honing his weapon-handling skills at a Senegalese Army range.

Before arriving back home to Portsmouth at the end of May, Endurance made one more stop at the port of Funchal in Madeira.

New figures released for Armed Forces

THE Defence Analytical Services Agency have released the latest statistics for military manning.

The current full-time trained strength for the UK Armed Forces stands at 187,600 for April 2002, a fall of 0.9 per cent since the previous year.

On the other hand, the number of women has risen slightly for all three services with women now making up 9.7 per cent of officers and 8.1 per cent of other ranks.

However, the Navy has the highest proportion from all three Services of outflow of trained strength with a figure of 13.4 percent – 4,100 compared with 3,620 a year earlier.

THE Type 22 frigate, HMS Campbeltown, is midway through her Indian Ocean deployment and has just broken her own mileage record, clocking up 7,641 nautical miles in one month.

Campbeltown sailed from Plymouth in early February for a six-month deployment.

She joined HMS Ocean as part of the coalition efforts to curb international terrorism and has spent long periods at sea in the Gulf of Aden.

Even with her allied commitments, the frigate has managed to fit in some enjoyable spells during her time away. Mombasa in Kenya has proven a particularly memorable visit – in terms of Service, sport and family life.

A considerable number of Campbeltown's ship's company attended a memorial service at the Seaman's Mission in Mombasa for the nine men of HMS Brilliant who lost their lives in a helicopter crash 13 years earlier.

In the sporting field, the ship's football team came second in the contest for the Brilliant Trophy, but despite stiff and experienced competition, the ship's sailing team stormed to victory in the Triumph Cup Trophy against Mombasa Sailing Club.

Campbeltown also shone on the rugby pitch, but were defeated by a cricket side that included national-standard players.

The two-week visit to Kenya's shores gave families a chance to fly out to enjoy the break with their loved ones.

One sailor took advantage of the break to fly his fiance out and tie the knot in a tropical wedding ceremony in Mombasa.

Two other members of the ship's company were obviously inspired by the heat to pop the question and get engaged – but not to each other!

Fearless doctor

A PRECARIOUS transfer was involved when HMS Fearless' Principal Medical Officer, Surg Lt Cdr Duncan Blair, was called to help on a Spanish trawler.

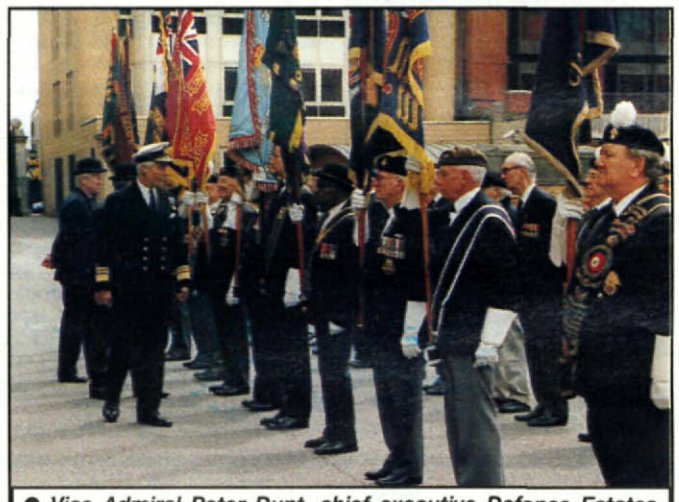
As a result of his bravery, Surg Lt Cdr Blair has been presented with a Commander-in-Chief Fleet Commendation.

The Naval doctor was commended for his hi-line transfer from HMS Montrose's Lynx to the trawler: "To do so from an unfamiliar helicopter to a violently-rolling, erratically-pitching vessel whose crew are exhausted took great devotion to duty and courage."

Lt Cdr Blair said: "I did what any other Navy Medical Officer would do," and praised the Lynx team.



● Surg Lt Cdr Duncan Blair



● Vice Admiral Peter Dunt, chief executive Defence Estates, inspects the parade of the Federation of Old Comrades Associations of London at Armoury House



● Lt Neville Bryce

Neville's Tireless efforts

A ROYAL Navy lieutenant has been awarded a MBE for his work on the HMS Tireless repair in Gibraltar.

Lt Neville Bryce is praised in a commendation from the Warship Support Agency: "The successful completion of the project has been largely due to Bryce's dynamic and positive management and leadership style and his passionate belief in personal contact."

He is particularly praised for his ability to take the political dimension entirely in his stride.

Lt Bryce joined the Navy in 1977 as a Marine Engineering Artificer Apprentice. He was selected for commission in 1991, and gained a post-graduate diploma in Nuclear Reactor Engineering Technology.

He is now working at Portsmouth Naval Base for the Director of Naval Base Support.

Shocking loss of Lancastria

JUNE saw the 62nd annual pilgrimage of the HMT Lancastria Association to mark one of Britain's worst maritime disasters.

An estimated 4,000 people, including troops, refugees and medical staff, died when the troop ship Lancastria was bombed off St Nazaire in World War II.

Over 80 people, including survivors, travelled to France to visit the Lancastria Memorial and be taken to the site by HMS Shetland to lay a wreath over the wreck.

Judgemental

PRODUCERS of a new daily BBC quiz show are asking for contestants from the Royal Navy to be judgemental.

Judgemental confronts each contestant with a group of complete strangers, and armed with a tiny amount of information about them, the contestant must judge who has the best grasp of general knowledge.

Call the BBC on 020 7434 6810.



● Cdr Garry Newton, HMS Vigilant, thanks Lt Col Chris Deverell, IRTR

T'ank you

A rare opportunity for submariners from Faslane-based HMS Vigilant to 'ride a tank' came when the boat's crew visited the 1st Battalion, The Royal Tank Regiment (1RTR) in Warminster.

This was a new affiliation and gave the Navy an opportunity to see the Armoured Trials Development Unit at Bovington and the Gunnery School at Lulworth.

The Army will be visiting Vigilant in Scotland later in the year.



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Reunions

August

RNA Barnsley Branch tenth anniversary of Town, Sea Cadets, RNA and RFA Fort Victoria takes place from August 2 to 4. Further details from E. Dyson, 10 Westville Road, Barnsley S75 2TP, tel: 01226 283363.

HMS Manchester Association: Church service at St Ann's Church, Portsmouth Naval Base on August 11 at 1000, to commemorate the 60th anniversary of the loss of HMS Manchester on Pedestal Convoy in 1942. Details: M.T. Broad, 2 Park Farm Rd, Purbrook, Hants PO7 5HN, tel 023 9226 8696.

September

HMS Tiger: The fourth reunion and AGM will take place at Loch Long, Scotland, on September 6. Transport is laid on. For details contact 'Doc' Porter on 01642 644389 or Phil on 01482 784340.

HMS Northwood RNR: *Remember Hut* 93 and/or Brackenhill House? Where are you now? An all-ranks, informal reunion will take place on September 7. More details from Mrs Julia Pugh, 30 Lower Fern Rd, Newton Abbot TQ12 4TQ, tel: 01626 361290, or email: *julespugh@hotmail.com*

Invincible WO & CPO Mess: Reunion 'Ladies Dining-in Night', September 21. For further information contact Tom Gisby, Camelot, 7, Hazling Dane, Shepherdswell, CT15 7LS, tel; 01304 830481, email: *tom.gisby@7camelot.freeserve.co.uk*

HMS Wild Goose Association reunion at the Britannia Hotel, Coventry from September 20-23. Details from Ken Hayes, 3 Ivy House Park, Henlade, Taunton TA3 5HR.

HMS Newcastle Association reunion for all ships of that name at the Home Club, Portsmouth, from September 20-22. Contact Ray Young, 109 Westernmoor, Washington, Tyne & Wear NE37 1LT, tel: 0191 4167959 or email: *Hmsyoung@aol.com*

October

The Royal Oak Survivors Association memorial service and wreath laying at the RN Memorial, Southsea Common, on October 12 at 1100. Chaplain Rev Ron Paterson leading the service. Details from Kenneth H. Toop, 5 Downsland Rd, Basingstoke RG21 8TU.

HMS Norfolk (cruiser 1930-50) reunion dinner of the Old Norfolks Association on October 12 at the Post House, Plymouth, at 7.30pm. Contact Ken Moth, 28 Greenside Drive, Lostock Green, Northwich CW9 7SR, tel: 01606 46228.

Ex-US Coast Guard Cutters 1941-46 *reunion* *at the Bull Hotel, Peterborough, on* October 16. Details from Sid Simkin on 01953 602656.

HMS Collingwood Association mini reunion at the Ashton Court Hotel, Coventry, from October 18-21. Details from Mike Crowe, 7 Heath Road, Lake, Sandown, IOW PO36 8PG.

Newport Sea Cadets are holding a Trafalgar Day dinner on Saturday October 19 at the Masonic Hall in Newport. For more details and tickets, please contact Nik Rayer on 07889 535494, email *nikrayer@aol.com*

The Fighting Forty: The long-awaited reunion of HMS Sirius 1966-93 will take place in HMS Raleigh on the weekend of October 19. SAE to CPO(S) Ayres, FOST UWW, Raleigh Block, HMS Drake, Plymouth, Devon PL2 2BG; maximum numbers -180 - book early!

848 NAS 1952-56, The Commando Flying Training Squadron based at Yeovilton, will hold a Golden Jubilee event on October 24, the 50th Anniversary of the Squadron's forming for Malayan Emergency. Former Squadron members of all formations will attend. Details: Lt Sean Cox, 848 NAS on 01935 456715 or Les Smith, Secretary of 848 Malaya Association., tel: 01584 831397.

February 2003

HMS Andromeda: Second reunion of the first Commission of HMS Andromeda 1968-1971 from February 28 to March 2, 2003 at the Aston Court Hotel, Coventry. For details contact Rick (Matty) Matthews on 01522 868623 or Birdy Cage on 01394 461082, or email: *rickmatthews@btinternet.com*

April 2003

HMS Ladybird (Sasebo-Japan 1950-53) Association reunion at the County Hotel, Promenade, Llandudno from April 4 to 7. A warm welcome awaits all ex-crew of HMS Tyne, who were at the changeover with HMS Ladybird in Sasebo 1953. Contact Terry Cooper, 28 Hopgrove Lane South, Malton Rd, York YO32 9TG, tel/fax: 01904 425883 or email: *TERRYCOOPER7@aol.com*

October 2003

Bordkameradschaft 'Scharnhorst' will have their final reunion in October of 2003 in Wilhelmshaven. Details can be obtained from Wolfgang Kube, Nuamberger Strasse 16, 56075 Koblenz, Germany.

Calling Old Shipmates

HMS Hardy (1944): Rolfe Monteith (MID RCN at the time) would like to hear from any survivors when the ship was torpedoed in January '44 while escorting a convoy to Murmansk. He is in contact with Larry Mutton, a 5th Class ERA. Contact Rolfe on 01372 210573 or email: *ann@dircon.co.uk*

HMS Kent 1971-75: Seeking shipmates of Kevin Clement (Clem), especially John (Skid) Rowe, Dave (Hutch) Hutchings, Pincher Martin, George Torr, Ronni Carroll and Ian (Bernie) Berness. Contact Kevin Clement, 6 Todhurst House, Canal Walk, Portsmouth PO1 1LQ, tel: 023 9279 6755 or email: *clementfamily@cwctv.net*

TS Bicester/TS Alliance are trying to contact ex-cadets from Willesden and St Marylebone SCC from 1942 onwards. Contact Lt(SCC) Nina L Villa RNR, 35 King Arthur Court, Cheshunt EN8 8EH, tel 07904 953 916 or email: *Turnip09@hotmail.com*

Andrew 'Jif' Lemmon seeks old friend Danny Carroll. They served together in HMS Manchester when it was first commissioned. Danny was best man at Andrew's wedding and was last known in HMS Brave in the 90s. If anyone knows of his whereabouts or any of the following: Graham (Pincher) Martin, Dave Forshaw, Kevin (Doss) Livingston or anyone from 3Q mess contact Andrew at 30 Walcote Close, Hinckley, Leics, tel: 01455 238250 or email: *andrew.lemmon@btopenworld.com*

HMS Loch Killisport: Seeking shipmates from 1955 from the first RN ship to go through the Suez Canal after the crisis. Contact Ron 'Soapy' Watson, 4 Sanderson Place, Newbigging, Angus, tel: 01382 370544, email: *watson@newbigging.fsnet.co.uk*

Tony 'Taff' Roberts seeks any shipmates that remember him. He served on board HMS Birmingham, Illustrious, Hermes, Invincible 1971-76, in particular Dave Forster and Max Wall. Contact him at 54 Lintonmarc Drive, Redcliffe, Perth 6104, W Australia or email: *cougar@tnet.com.au*

HMS Manchester 1989-92: Tom Petty LS(R) would like to hear from oppos on the 'Mighty Manch' (Gulf War) between above dates. Contact him at 57 Benhooks Ave, Bishops Stortford CM23 3RG, tel: 01279 831919 or email: *adrian.petty@ntlworld.com*

Dean 'Maddy' Maddison, who served in Invincible 1981-83 (Falklands/West Indies Tour), wants to hear from anybody who can remember/served in the comms department. Also seeking a shipmate who served in HMS Cardiff – Barry Edward Smith (Smithy), who left 1985-86 and went to New York. He was best man at Dean's marriage to Jane in 1989. Last known of in Cornwall/Devon area. Contact Dean at 173 Railway St, Heywood, Lancs OL10 1NJ, Tel: 01706 366661 or email: *dean.maddison93@freeserve.co.uk*

HMS Ambuscade: Seeking anyone who served in Ambuscade 1978-82; contact Jock Anderson, especially if they know the whereabouts of Alan Hands (Brum), Neil and Ian Frame and Sharky Ward. Contact Jock at 13 Victoria Rd, Wellingborough, Northants NN8 1HN, tel: 01933 272892, or email: *nigel@nanderson13.fsnet.co.uk*

HMS Otter (S15): Seeking crew members of first commission (August 29, 1962); possible reunion. Contact Dave Hallas, 185 Arle Rd, Cheltenham GL51 8LS, tel: 01242 580841, email: *dave@charabanc.demon.co.uk*

HMS Highflyer (CWRS) 1958-59: P.W. Chandler (ex-LRO) wants to contact members of the 'Parakeets' skiffle group, namely Jock Fawns and Jock Beattie, or anyone who recalls them; 28 McTaggart Street, Capalaba, Queensland 4157, Australia, email: *chandlerfamily@ozemail.com.au*

Trish Gibson writes on behalf of **Cecil John Hughes**, known as Spike, who seeks info on shipmates who served with him on MTBs 70 and 236 between 1941-42. He was based at Dover and wants to hear from anyone and also any news as to what happened to the MTBs. Contact Trish Gibson, 82 Ripon Street, Roker, Sunderland or email: *bleachedblonde@tiscali.co.uk* and she will forward all info.

Chris 'Cheyenne' Body seeks ex-**RO2 Ken Hopwood**, from the 1960s. They both served in Amphibious Observations with Naval Gunfire Support and were stationed at JSAWC Poole in 1960 and both later posted to Hong Kong and attached to 3 Amphibious Observation Troop RA, Whitfield Barracks, Kowloon 1960-61. He is believed to have come from Manchester, and would be about 65 now. Contact Chris at 199 Sandbanks Road, Poole BH14 8EJ, or email: *cheyenne.body@ntlworld.com*

HMS Brazen, 3 Golf Mess: Alan 'Buster' Brown seeks old friends, especially Jessie Owen, Dickie Bird and Twizzle Thompson or anybody serving June 85 and June 88 who knew him. Contact Buster at 48 Garston Rd, Corby NN18 8NH, tel: 01536745592, email: *busterbrown8@hotmail.com*

HMS Nottingham 1995-6: Stephen Suckling seeks PO(EW) O'Shaughnessy, drafted after the tour of the Adriatic in 96. Also members of 2P Mess (Seamans mess) on board for the '96 Adriatic tour. Contact him on *stephen.suckling@barclays.co.uk*

HMS Bulwark: Colin Aldred seeks John Peterson (Channel Islands) and Derek Brownley (Mansfield) who served in Bulwark 1961-63. Colin also wants to hear from anyone else who knows him from this or any other ship or RN Hospitals. Contact Colin at 18 Groomes Close, Hopton-on-Sea, Great Yarmouth NR31 9DG, tel: 01502 732740, email: *colinaldred@tiscali.co.uk*

HMS Abdiel: Stokers who served in the Gulf in 1989-90 – does anyone know the whereabouts of CPO Sandy Sanderson or MEML Shaun Steward? Contact Colin Dowson, 21 Oakwood Drive, Beith, KA15 1BE, email: *COLINDOWSON@aol.com*

HMS Intrepid: B. Young seeks former shipmates 1973-76, in particular those of the tankies mess 3HA2 – Charlie Jones, Jim Morrow, George Nixon, Taff Thomas; also Scouse Jones who sang like a bird, Steve Gunning and Eddie Valente... bezzy oppos in a three-year time capsule. Contact B. Young, 7 Blakeney Lea, Whitehall Country Park, Cleethorpes, N. Lincs, tel: 01472 211103 or email: *BAS.YOUNG@conoco.com*

HMS Salisbury: Eddie Key, and old hand in the engine room, 13 mess, seeks old shipmates who served between 1956-61, including Jock Guthrie, Jack Law, George Coulson. Contact Eddie at 188 Burton Rd, Woodville, DE11 7JR, tel: 01283 216041 or email: *ian@keyi.freeserve.co.uk*

HMS Birmingham: Gavin 'Johno' Johnston seeks ex-AB Stuart Knight, with whom he trained before he joined HMS Cardiff around 1991. He was from Brighton and is now married. Also any boys with whom he served in HMS Birmingham in Bosnia. Contact Gavin at 18 Forvie Circle, Aberdeen AB22 8TA, tel: 01224 821407 or email: *Gavin.Johnston1@btinternet.com*

HMS Eskimo: Fred eek! Freestone seeks two old oppos from late 1976 to late 1978, 'Bungy' Edwards and 'Bungy' Williams. The former came from Rainham, Kent, and possibly became a postie. LMEM 'Bungy' Williams became a mechanic. Contact Fred at 5 Mayles Close, Stevenage SG1 2GE, email: *FreestoneD.railtrack@ems.rail.co.uk*

HMS Hermes: Derek Barron seeks Clive Metcalfe (stewards branch), who served in HMS Hermes mid-70s and later on Flag Officer Portsmouth/CINC Staff. He was best man to Derek in 1977. Contact Derek at 13a Longwood Ave, Cowplain PO8 8HX, tel: 023 9225 7513, email: *judder.long@virgin.net*

Liz Larnach (Ross), seeks Julie Brierly (Harper); they were both at RNAS Brawdy 1964 -1967. Julie was a general steward and Liz an officer's steward. Julie married Ken Brierly, also in the Navy and got a transfer to Faslane after they married. Any news would be appreciated, also from anyone who recognises Liz's name. Contact Liz at 21 Glenshiel Place, Hilton, Inverness, tel: 01463 240958 or email: *w.larnach@tiscali.co.uk*

LMA Tony Jackson 1976-86 and 1991 seeks LMA Paul D. Gully, from Abingdon; he bought a house in Plymouth after being medically invalided out and became a drug rep; also LMA Alan Haycock, from Solihull; they served together in RNH Stonehouse, Plymouth, 1980s. Tony last saw Alan when he was serving in RNH Gibraltar and Tony was in Fearless in 1984. Tony is at 145 The Hill, Glapwell, Chesterfield S44 5LU, tel: 01623 811524, email: *tony.jackson@ntlworld.com*

Arthur Terry Hall joined the Navy in March 1964 at Ganges, and was drafted to Raleigh in April 1965. He served in HMS Barrosa, HMS Penelope, HMS Chichester and S/M Sealion. He was born in July 1940 in Bletchley, and had the nickname Nobby. If you remember him, contact him at 356 Whaddon Way, Bletchley, Milton Keynes, MK3 7JX, tel: 01908 630498.

Frank Smith is looking for Cyril Terry and Tony McDonald from his National Service days in 1956-58. Cyril was last known of in Wolverhampton and Tony was living in Cheadle Hulme. Frank is at 4 Naturi Court, Ridgehaven, 5097, South Australia or email: *ulster@chariot.net.au*

HMS Diamond: Fred Nowell was a MEM 1 on HMS Diamond July 1955 to April 1957, and seeks anyone who served with him at the time. Contact Fred at 1 Valley View Close, Torre, Torquay TQ1 4DY, tel: 01803 314840, or through his daughter via email: *Julie@jnowell.freeserve.co.uk*

HMS Ganges, May 13 1975: Did you join on this date? HMS Sultan, 23rd June 1975, Waggy, Scouse Lewis, Scruff, Bob Elder, Kev Drewery, Tug Wilson and all the others. HMS Mohawk Stokers Mess (2N) 1976-79. Contact Joe Artis on 01483 836919 or email *grartis@tesco.net*

Bob Garratt trained on the 60th Observer Course at Piarco, Trinidad (October 1943 to April 1944). Is he the only 'ex-60th Course' who reads *Navy News*? Contact Bob at 6, Heathside Court, 28 Avalon, Poole BH14 8HT, tel: 01202 706792, email: *BobGarratt@aol.com*

HMS Ark Royal 1969-73, Scouse Harrison (4R2 Mess Stewards) seeks Mick Lander, best man at his wedding in 1972. Flag Officer Medway House Staff 1973-75 and 77-79. Seeking staff who worked or were resident in the Staff Quarters, in particular Alan (Elsie) Tanner, ex-LSTD, Slim Setters, ex-CPO Coxswain, Roy (Les) Lyle, Civilian Driver to FOM, Pat Garrett, ex-LSTD. Contact Scouse at 17 Gray Close, Innsworth, Glos GL3 1EE, email: *Scouse12@AOL.com*

Seeking **MEM(L) Martin Sutherland**: Martyn Macdonald left HMS York in 1989, when Martin was still on board. He left the service 1990 and they lost contact. Martyn Macdonald, 15 Humewood Grove, Norton, Stockton-on-Tees TS20 1JU, tel: 01642 807232, email: *andrea.martyn@ntlworld.com*

HMS Fisgard, Series 36 entry May 4 1959: There were more than 100 joined that day, five are in contact – where are the rest? Roger Newman (Exmouth Div) 01785 663819, *rogermichael.newman@ntlworld.com* or Pete Smithers (Blake Div) 01249 656711, *ps@pmpms.fsnet.co.uk*

John 'Shiner' Wright served on the Blake for its first commission in 61-63, and he seeks anybody from that commission. Contact John Wright, La palmera 2, piso 6, Camino del Barranco de Cotrobro, Almuñécar, Granada 18690, Spain, or email: *mylo57martin@hotmail.com*

Brian (Ginger) Abrahams seeks anyone with 848 NAS in Borneo and Sarawak, especially D Flight during 1965-66. In contact with the Gaffer, now Capt John Kelly RN rtd. Possible reunion. Contact Brian at 120 Organ Hall Rd, Boreham Wood, Herts. WD6 4TL or email: *wrinkleyone@aol.com*

Seeking **Sig Brian Salter**: National Service 1955 training at HMS Mercury and HMS Ocean during Suez Crisis. Home town Crewkerne, Somerset, last heard of living in Bristol after demob as landlord of pub in Fishponds and subsequently working for Hales Cakes as rep. Old shipmate Sig. Richard Wooller, HMS Ocean and HMS Undaunted, still living in Eastbourne, wants to arrange meeting to catch up on old times in Gib and Pompey. Tel: 01323 733195 or email: *regcpro@aol.com*

Paul O'Neill seeks **Spider Kelly,** believed currently on Plymouth-based ship; ex-Royal Marine and brother-in-law to Spider. Contact Paul at 9 Somerset Rd, Walmer, Deal CT14 7TD, or email: *Paul@carolynne.fsnet.co.uk*

HMS Caicos 1943-46: Contact ex-Asdic operator John Patrick at 16 Meadow Walk, Higham Ferrers, Rushden, Northants NN10 8EL or email: *John.Patrick3@ntlworld.com*

Geoff Bartlett seeks old friend, former **Marine David Robinson**, nickname Sparrow. Last known to be living in Plymouth in 1997. Contact Geoff at 95 St James Avenue, Ramsgate, Kent. CT12 6DZ. Tel: 01843 596076 or Mob: 07974 712870 or email: *Userb533@aol.com*

HMS Malagas, a Naval air base near Capetown: Seeking 'Taffy' Martin from the Met Office around 1945. Contact Gershon Epstein, Kibbutz Kfar Hanassi, Upper Galilee, 12305. Israel or email: *gershosh@kfar-hanassi.org.il*

Seeking crew of **HMAFD 55:** Do you remember the trip of a lifetime; 'From Thames to the Irrawaddy?' Contact exPO/MM 1943-47 J.R. Fitzwilliams, 10 Gladstone Rd, Farnborough Village, Orpington BR6 7EA, tel: 01689 812724.



This brooch, slightly larger than a 2p piece, was found on Southsea beach – can anyone provide CCMEA Cameron with any information about it? Was it made for a special occasion, or a souvenir on general sale? Contact CCMEA Cameron on 01436 674321 ext 6651.

Over to You

Bob Webber served 1949-58 on many ships, mostly **HMS Euryalus 1950-51, HMS Defiance 1951-53, HMS Eagle 1955-56**; he was Melanie Welsher's father, and he died in 1991. She wants to hear from anyone who served with him can remember him. Contact Melanie, 23 Spring Gardens, Minehead TA24 6BH.

Lt Alexander (Sandy) Gunn Philip A/E: Born Aberdeen on June 28, 1923, married Elizabeth Mackay in 1947, two daughters, Trish and Sue. He served at HMS Vulture as Fleet Air Engineer, S/Lt in 814 NAS also at HMS Daedalus. He went on to work as a solicitor in Penang. His brother and daughters would like to know of him, but if he does not wish to contact them, use the Salvation Army Family Tracing Service (contact David Sutton) on 020 7367 4572 quoting ref 301 3695. They will not disclose an address without consent. Or contact Trish on 020 8224 9467 or email: *trish_symon@hotmail.com*

MTB 670: John Pooler seeks info on the operations of MTB 670. Did you serve on her? Was she at Taranto? Contact John at Corner House, Briston Rd, Saxthorpe, Norwich NR11 7BS, tel: 01263 587614.

HMS Bicester: Vicky Kilroy seeks info on Gunner Yeoman Harry Johnson, on board when Bicester went to the Lacadeve Islands in the Indian Ocean after the war to collect outstanding taxes. Commander in charge was Bennet. Contact Vicky on 0161 212 2925, email: *Tricky842733301@aol.com*

HMS Fearless (L10): It is planned to produce a book about the ship; any old photos, stories from any of the ship's former crews would be welcomed. Contact CPO (M) Danny Toms, HMS Fearless, BFPO 283.

HMS Victorious: Lionel Mumford seeks info on movements 1944 to 1950, Portland. Did anyone out there serve with PO/Stoker Mechanic Albert (Bert) John Henry Mumford from Brixham? Contact Lionel at 11 Paddock Walk, Milborne Port, Sherborne, Dorset DT9 5EA, email: *lionel.mumford@lineone.net*

War Memorial, Plymouth Hoe: Mrs D. Holmes' husband was in the Guard of Honour at the opening of the War Memorial, but the photo has been lost. Does anyone have a copy that she can reproduce? Contact Mrs Holmes, 29 Gaisgill Ave, Westgate, Morecambe LA4 4UF.

SS Blackeath was torpedoed on January 10, 1945 off Cape Spartel, drifted ashore Tangier International Zone. Ben Higgs was a signalman on the Kilbury, the ship that rescued the survivors. He would like info of the eventual salvage and also if the submarine was within the three-mile limit. Contact Ben at 64, Western Road, Newhaven BN9 9JN.

Zippo lighter found in woods, near Horndean, Portsmouth. Contact Mr Scorey on 023 9259 3065

Are there any **WWII Navy Gunners** who can remember the old .303 stripped Lewis machine gun and the .50 Browning or Vickers machine guns? Was the maximum effective range of these guns 1,000 and 1,500 yards respectively? If you can put John Hampton's mind at rest, contact him at 879 Dorchester Rd, Upwey, Weymouth DT3 5QJ.

Portsmouth Stokers Field Gun Crew, 1937: John George Humphrey wants a copy of this photo to replace one he lost in a fire. He would also like to contact W. Hudson, with whom he joined up. Contact Mrs C. Hayes, 6 Wheatfield Way, East Moulscomb, Brighton BN2 4RQ.

Lt Krishan Gopal Khullar was an officer in the RN 1930-50, and his family want to know more of his career. If anyone knows of him and has photos, stories etc contact Shant R. Khullar, 14222 S W 101 Lane, Miami, Florida, 33186-6967. USA.

HMS Chieftain: If anyone knows the whereabouts of the ship's bell contact Pete Marley; his wife, Wendy, was christened on Chieftain and her name was engraved on the bell. Her father was PO Elec Phil Steward. Contact Peter at 54 Keswick Crescent, Estover, Plymouth PL6 8TS, tel: 01752 787274 or email: *peterwendpete@aol.com*

HMS Crane was broken up in 1965. Does anyone know what happened to her and any of her artefacts, especially the name plates. The Honours Board has been found in the Royal Naval Museum at Portsmouth. If anyone knows the whereabouts of any items, no matter how small, contact the Secretary, Tony Nuttall, on 0115 952 6363 or email: *cranesnest@ntlworld.com*

At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email: *edit@navynews.co.uk*. If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
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Final Atlantic anniversary given special status by RN


● Bob Saxby (77) of Redruth and Camborne RNA

COMMEMORATIONS for the Battle of the Atlantic have been earmarked by the Admiralty Board as the Royal Navy's most important World War II 60th anniversary event – and the 2003 celebration will be the last.

The final commemoration next year marks the end of the longest-running campaign of World War II, which resulted in the deaths of more than 70,000 sailors from both sides.

Liverpool will be the location for a week of official events in May recalling the conflict between U-boats, freighters and escorting Royal Navy warships

The Battle of the Atlantic began within hours of the declaration of war in 1939 and ended five years, eight months and four days later.

In that time, more than 2,500 Allied and neutral ships were sunk, representing some 12.8 million tons, and 500 German U-boats were destroyed.

The final toll was 30,000 merchant seamen, 8,000 Allied Servicemen, 6,000 personnel from Coastal Command and 29,000 German submariners

Merseyside was chosen to host the event because of its crucial role in ensuring Britain won the Battle of the Atlantic – and ultimately World War II.

On February 7, 1941, the then Commander-in-Chief, Plymouth handed over the new Western Approaches Command to Admiral Sir Percy Noble. Together with Air Vice-Marshal Robb, who directed the operations of 15 Group RAF, he established underground HQ in Derby House near Liverpool's Town Hall.

This is now the Western Approaches Museum, and will be the scene for lectures on the maritime events during the commemoration weekend.

Admiral Noble established the integrated support groups and training schools to tackle the U-boat menace, but he was relieved in November 1942 by Admiral Sir Max Horton, who was himself a submariner and a personal choice of Prime Minister Winston Churchill.

Horton was an abrasive personality, who did not mind upsetting others to achieve his aims, and one of his first challenges was to solve the material shortages which continued to bedevil the counter-offensive.

By late 1943 his efforts were showing signs of success, and the Allies were gaining the upper hand out in the Atlantic.

Horton was ably supported by his escort commanders, particularly Capt Johnnie Walker of HMS Starling, whose ships regularly berthed in Gladstone Dock and who used the council chamber of Bootle Town Hall as their operational planning headquarters.

Capt Walker's Old Boys Association, whose President is Capt Patrick Walker, grandson of Johnnie, still have an important role in the annual commemoration. The Association's annual reunion is always held to coincide with Battle of the Atlantic Weekend, with members gathering from far and wide.

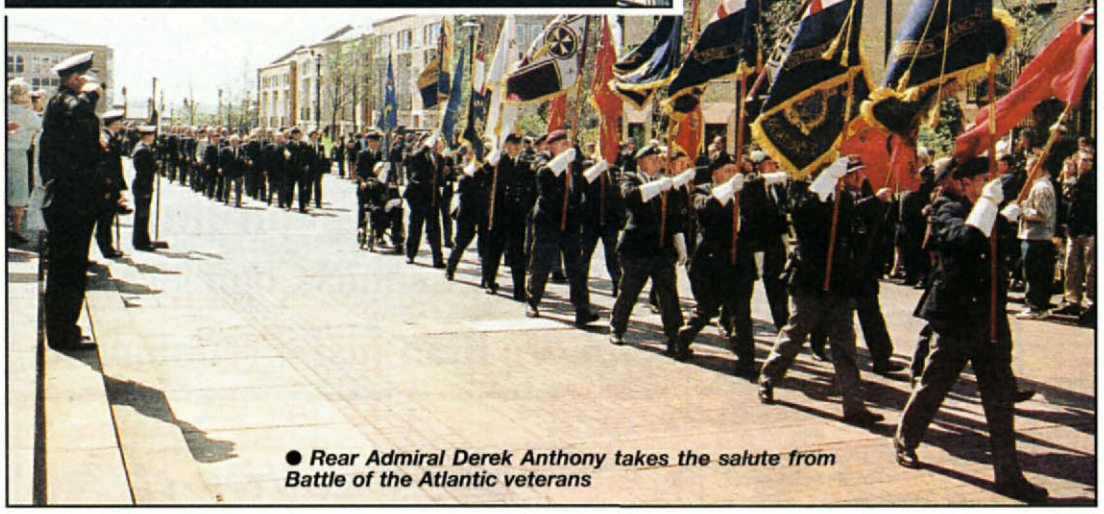
The 2003 Commemoration will run between Wednesday April 30 and Tuesday May 6, and one of the highlights will be the annual service of remembrance at the city's Anglican Cathedral on Sunday May 4. That will be followed by a march-past involving veterans, Service units and cadets.

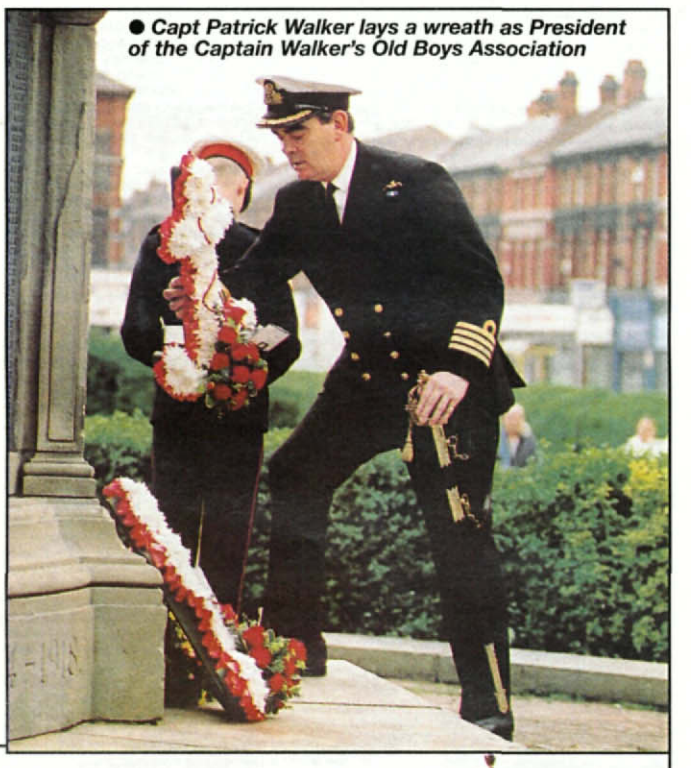
A number of RN and overseas navy warships, as well as merchant ships, will be on the Mersey for the occasion. Invitations have been sent to the 20 other nations involved in the Battle.

Unlike the 50th anniversary, which featured a fleet review, the focus of events in 2003 will be ashore, with ceremonies, memorial services, march-pasts and military and civic receptions planned.

The broad programme, based around the annual order of events, will also include band concerts, commemorative flypasts and static and dynamic military displays, and a number of VVIPs will be present.

■ Details of the 2003 commemorations are available on the website *www.merseyside.org.uk/battleoftheatlantic2003* or in writing to The Battle of the Atlantic Officer (BOAO), RNHQ Merseyside, Brunswick Dock, Liverpool L3 4DZ.


● Rear Admiral Derek Anthony takes the salute from Battle of the Atlantic veterans


● Capt Patrick Walker lays a wreath as President of the Captain Walker's Old Boys Association

Veterans gather for their march of pride

THIS year's Battle of the Atlantic commemorations saw 300 proud veterans from the campaign gather in Liverpool, with the Anglican Cathedral providing the focal point.

A congregation of around 1,700 included 400 political, military and civilian distinguished visitors, alongside 600 representatives of Battle of the Atlantic associations.

The service of commemoration was followed by a short 'march of pride' – short in deference to the age of many attending – led by the Royal Marines Band Plymouth.

Rear Admiral Derek Anthony, Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI) was the senior Royal Navy officer in attendance at the event, co-ordinated by staff at HMS Eaglet, and the admiral took the salute from the King's Steps.

HMS Sutherland, back from duty in the Caribbean, was Admiral Derek's flagship, and provided a platoon of sailors for the parade.

The Type 23 frigate hosted visits by a wide range of organisations, including the Magpie Association, Capt Walker's Old Boys, Liverpool City Sea Cadets, Middleton Scouts and the Merseyside Fire Brigade.

Sailors from Sutherland also took part in a number of sporting contests against local opposition, including a rugby match against Waterloo Rugby Club and a sailing contest with Kirkby Sailing Club.

Some of the ship's company managed to get on a personal tour of Liverpool FC's Anfield stadium.

A memorial service for the Capt Walker's Old Boys Association was held at Bootle Memorial, where Admiral Anthony laid a wreath and inspected the Guard before meeting Association members.

Also attending the memorial service was Capt Patrick Walker, Captain Faslane Flotilla at Clyde Naval Base and grandson of the legendary Capt Johnnie Walker, who first commanded the 36th Escort Group in HMS Stork and later led the Second Support Group to devastating effect in HMS Starling during the struggle against the U-boats.

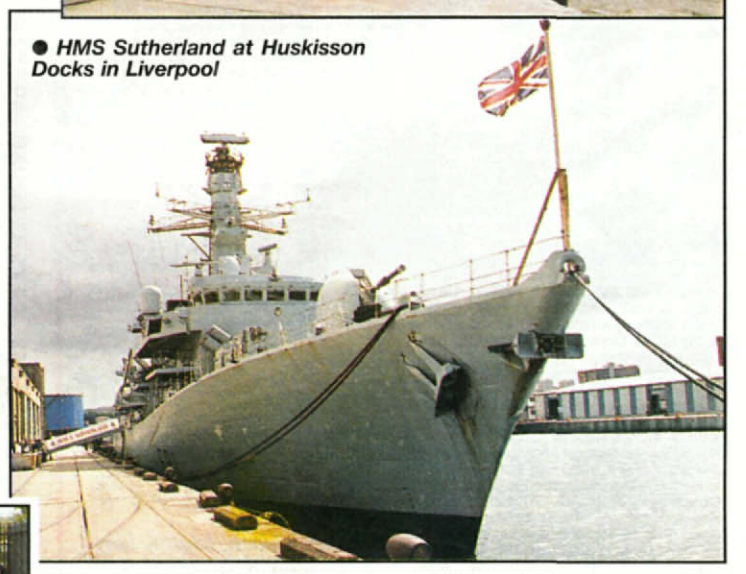
Admiral Anthony said: "We are delighted to see so many veterans here and proudly taking part in the march-past.

"Sadly, given the age and health of many of the veterans, we realise that the numbers able to make it to Liverpool each year is noticeably decreasing.

"Therefore it has been decided that next year, the 60th anniversary of the Battle of the Atlantic, will be the last one to be commemorated in Liverpool.

"Undoubtedly many of the different Associations will continue to commemorate the Battle of the Atlantic in their own way, ensuring that those brave men and women are never forgotten.

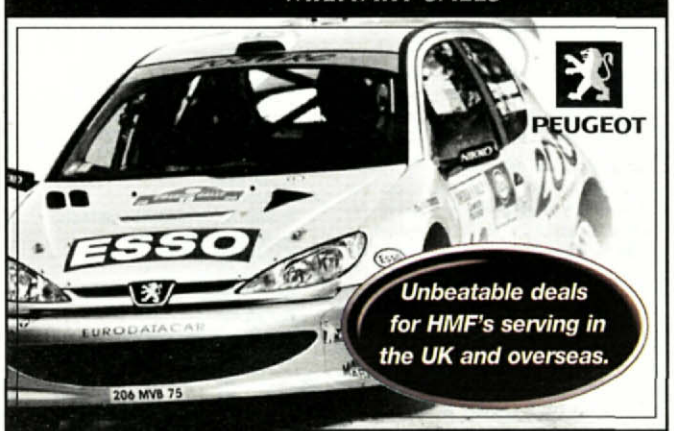
"It is hoped that the 60th anniversary will be one of the most significant commemorative military events to be held in 2003."


● HMS Sutherland at Huskisson Docks in Liverpool



LIVERPOOL may be the focus of Battle of the Atlantic commemorations, but ports and communities in Northern Ireland also played a significant role in the campaign. Londonderry branch of the Royal Naval Association paid their respects at a ceremony in the city, when a parade was led by the Churchill Flute Band. Veterans and RNA members who marched were led by S/M Harry Geddis, the No 12 Area Chairman (port side in picture) and Londonderry Branch Chairman S/M Bill Rowlston.

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● *The first Sea King AEW Mk2s on their delivery flight to HMS Illustrious for the journey down to the South Atlantic in 1982*

Fond farewell to the last of the Mk2 Kings

THE LAST Flight of the Sea King Mk2 AEW (Airborne Early Warning) helicopters has left HMS Ark Royal.

As the helicopters of 849 Naval Air Squadron B Flight lifted off the flight deck to return to their Culdrose home after Exercise Dynamic Mix, there was sadness for this was the last ever embarked trip for the Mk2 Sea Kings.

The time has come for the Mk2s to move over for the latest version, the Mk7 Airborne Surveillance and Control (ASaC) Sea King, reckoned a step-change in operational capability from the earlier aircraft.

The motto of 849 Squadron is "The first to see", and for most of the 50 years of AEW, the squadron has provided the eyes of the fleet and will continue to do so.

849 A Flight and HQ are in the process of converting to the new Mk7s which come equipped with state-of-the-art kit.

These include the new strong-performance Searchwater 2000 radar which comprises a high-powered, multi-mode, pulse Doppler radar integrated with IFF and Link 16 data/communication facilities.

A comprehensive training programme in the use of this cutting-edge technology is under way, and 849 A Flight is expected to embark with the first three aircraft in autumn this year.

B Flight and 849 HQ will be equipped with three aircraft each by mid-2003.

The Mk2 AEW Sea King helicopter has had a long, illustrious career with the Royal Navy.

The Falklands War was the starting point for this aircraft. The low-level attacks of fast-moving missiles on ships like HMS Sheffield graphically illustrated to the Navy the need for a Task Force to have an embarked Airborne Early Warning capability.

This led to prompt action on the Navy's part. Two Anti-Submarine Warfare Sea Kings were stripped of their sonar and rapidly converted to carry a modified Searchwater radar, embarked on the aircraft carrier HMS Illustrious and sailed down to the South Atlantic.

"The Bag" was born – these adapted AEW Sea Kings were part of 824 Squadron's hastily-formed D Flight. This Flight later reformed as 849 Squadron in Culdrose in November 1984.

The first Fleet Air Arm squadron dedicated to AEW, 849 Squadron was originally commissioned in 1952. For almost 30 years the squadron flew a variety of fixed wing aircraft from carriers.

With the demise of larger conventional carriers, the squadron came out of commission on December 15, 1978, until the Falklands War brought AEW to prominence again.

Almost 400 past and present members of the squadron gathered in Culdrose for celebrations to mark 50 years of airborne early warning in the Fleet in May.

Job-swap duo go back to business

BRINGING fresh eyes to bear on the world of the Navy, a management consultant and Navy lieutenant have taken part in a four-month job-swap.

In June the two presented to the Admiralty Board the conclusions reached about their alternate lives.

Aileen Bremner, an expert in human factors, has spent her time in HMS Ark Royal looking at retention issues, observing life in every department and at all levels.

Her focus was on the people who served in this major warship. She said: "The ship had been very focused on mechanical and operational issues, post-refit and pre-operational sea training. I encouraged them to bring the level of focus on people up to same level."

Her examination of the ship's policies and processes was generally positive: "There was no need for a 'big bang' approach to resolve the problems. Everything we did was self-help."

Aileen identified a need to enhance roles for greater job satisfaction and achieve better communication throughout the ship. She also instigated a people forum for heads of department.

Euan's experiences as a consultant opened his eyes to how the commercial world compares to the front-line. "We look at capability, not cost," he said.

In his brief spell as an analyst for consultancy Accenture, Euan moved to several different offices, ranging from London, Prague, to Peterborough. It made Euan realise that non-military jobs do not mean a stable 9-to-5 existence.

The two found the experience leant itself to comparing and contrasting. They found a similarity in terms of work ethic and styles, that both are transient, but the difference lies in the motivations.

Aileen commented: "For us, motivation is linked to reward; for you, it is conviction in the job."

The two identified four key areas for development for both organisations.

These included a commitment to act upon internal survey information; maximising potential by getting the best out of people; looking at how personnel are trained and developed; and taking a fresh look at the expectations of today's recruits.

The Assistant Chief of the Naval Staff Rear Admiral Tim McClement who has championed this project, described himself as delighted with the success of the exchange.

Although he enjoyed the experience, Euan said: "It's good to be back. It was a fantastic eye-opener, but I like the Navy."

Aileen concluded: "I've gone from being a civilian who observed the Services on the News at Ten to someone who feels an immense respect for the Armed Forces and what they do."



WARM WELCOME HOME FOR ICE SHIP

ICE patrol ship HMS Endurance is home from her seven month deployment to the frozen south.

Pictured are WSTD Rachel Parle and LWAEM Julie Smart enjoying their jubilant return to her home port.

Portsmouth is also Endurance's affiliated city, and Elaine Baker, the Lord Mayor, went out to meet the ice ship to welcome her back on the morning of her homecoming.

Next on Endurance's schedule is a shore maintenance period where extensive work will be carried out to prepare her for her return back to the ice of Antarctica later this year.

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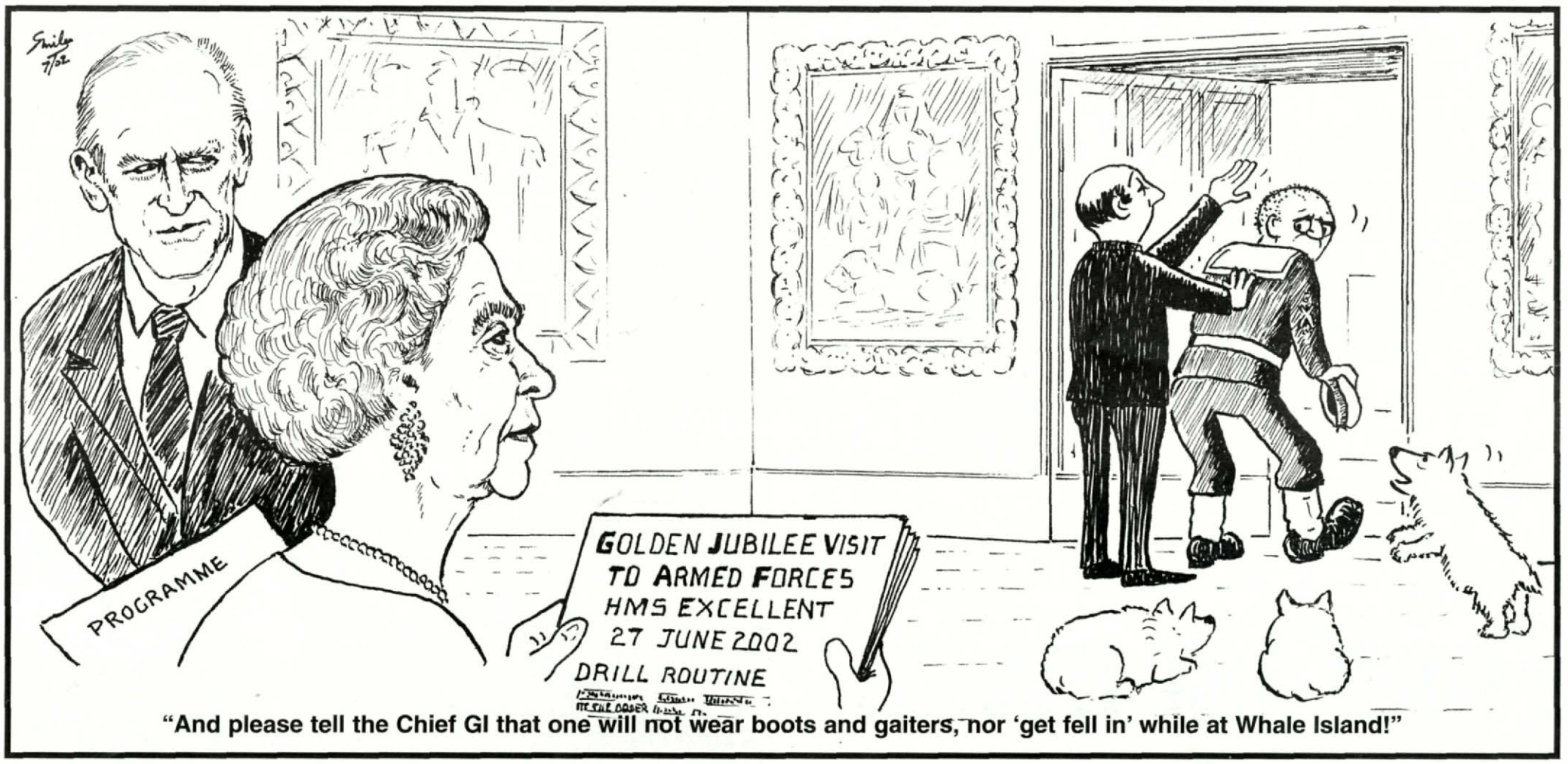
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"And please tell the Chief GI that one will not wear boots and gaiters, nor 'get fell in' while at Whale Island!"

NEWSVIEW

Sporting spirit that lives on

HAVING missed all the first 17 games of the World Cup, HMS Newcastle docked at East Cove in the Falklands just in time to catch the England v Argentina match.

It was a key confrontation in which the ghosts of national rivalries, on and off the soccer pitch, came to the fore – as they did with the Russia v Japan fixture, the aftermath of which saw unprecedented scenes of rioting in Moscow.

In 1945, following the Moscow Dynamos' infamous autumn UK tour, George Orwell opined in his famous essay *The Sporting Spirit* that sport was "an unfailing cause of ill-will".

"If such a visit as this had any effect at all on Anglo-Soviet relations, it could only be to make them slightly worse," he wrote, just as the Cold War was kicking in.

Well, Orwell was never all that keen on football anyway, but as usual he had a point. The newspapers at the time had been unable to conceal the fact that several of the matches led to much bad feeling.

At the game with Arsenal, for example, a British and a Russian player came to blows and the crowd booed the referee. The Russians believed Arsenal was actually an all-England combination and not merely a league team.

But Orwell went further to claim that, at the international level, sport was simply "mimic warfare" and had nothing to do with fair play.

"It is bound up with hatred, jealousy, boastfulness, disregard of all rules and sadistic pleasure in witnessing violence: in other words it is war minus the shooting," he argued.

Orwell also thought the rapid spread of football as a world-wide phenomenon of mass entertainment was bound up with the rise of nationalism, with the "lunatic modern habit of identifying oneself with large power units and seeing everything in terms of competitive prestige."

He concluded: "If you wanted to add to the vast fund of ill-will existing in the world at this moment, you could hardly do it better than by a series of football matches between Jews and Arabs, Germans and Czechs, Indians and British, Russians and Poles and Italians and Jugoslavs, each match to be watched by a mixed audience of 100,000 spectators."

Nearly 70 years on, alter those groupings hardly at all – and add a few more rivalries that have developed since – and you might feel that Orwell's view is just as valid today.

Yet the 2002 World Cup – of which the final outcome was still undecided at this time of writing – has been a remarkably wide-open contest, and not altogether short of goodwill either.

The sort of goodwill that is generated by HM ships touring the world when scratch teams take on local sides (even sometimes national sides) and so often quit themselves well. In this they are good ambassadors of their country, not the front line of nationalism.

These matches are truly *jeux sans frontieres*, in which sailors of all nationalities can perform at their best, hopefully without pressure from their political masters to succeed, which is the negation of the sporting spirit.

Even so, the current contest has been played out against the nightmare backdrop of a possible nuclear exchange between India and Pakistan (which it frequently kept off the front pages) plus the threat of 'dirty' bombs and suicide attacks against HM ships by Al Qaeda.

It is the sort of surreal situation the author of *Animal Farm* and *1984* might have viewed with his own blend of world-weary, wintry cynicism, completely undiminished by the passage of time.

Watch the birdie . . .

LATEST of the Navy's recruiting drives is hoping to fill gaps in its Photographic Branch – who were just the right people to come up with an eye-catching poster.

A copy has now been sent to every ship and establishment.

The route for transfer to the 'Phots' is open to Royal Marines as well as RN personnel. For RN personnel who have namet 3/3 and are medically fit, the details are in BR1066 Chap 15 Art 1506 and they should request for transfer via their Divisional Officer.

Their local Phot section will also offer advice and information. Royal Marine personnel should apply via their Commanding Officer and here transfer of Service is required – that is, you leave the RM and join the RN. The procedure is laid down in BR8748 Chap 10 Art 1004.

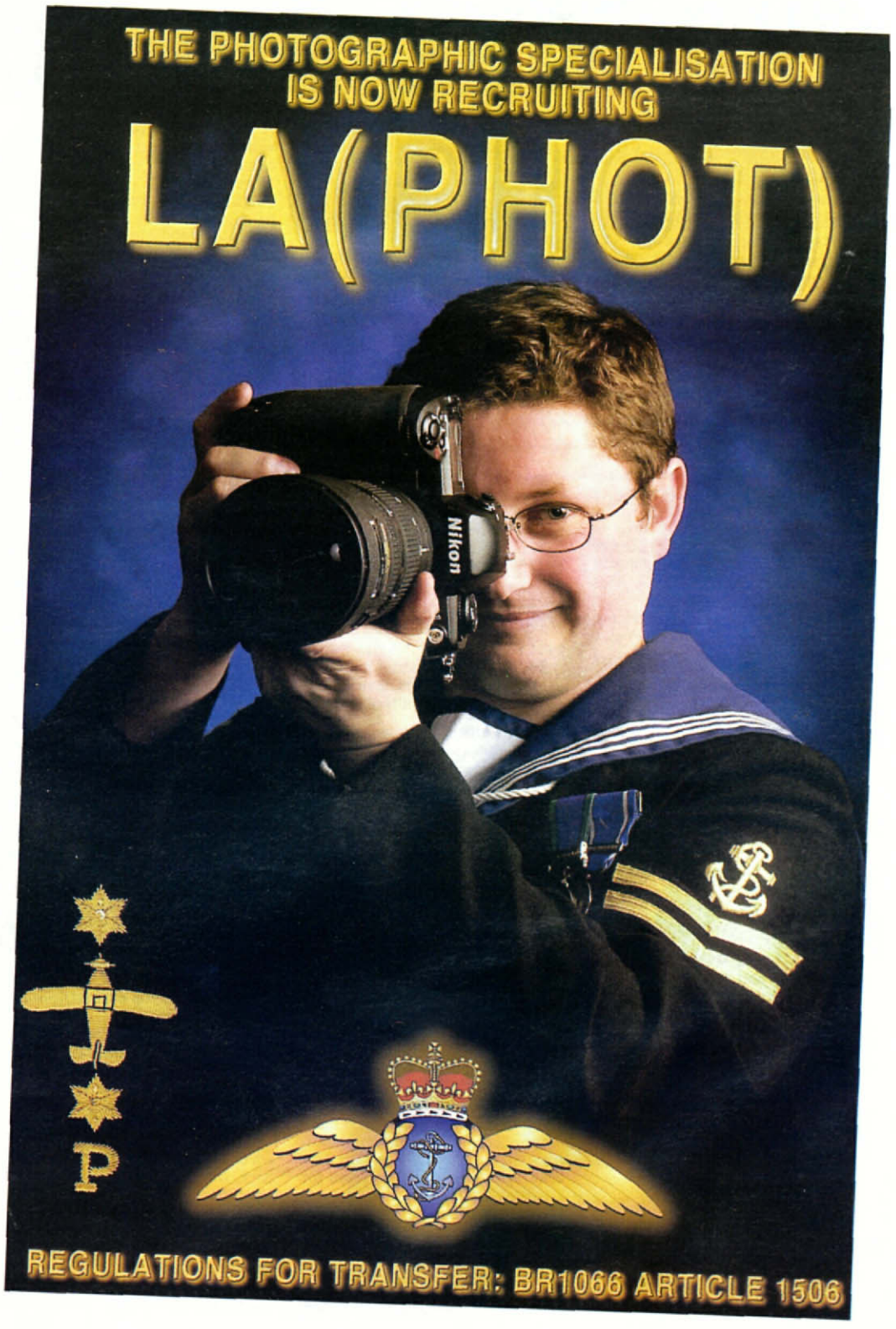
Even so, once transferred the ex-Royal Marine is very likely to find himself working with the Marines as a Commando Brigade Photographer or elsewhere with the Marines, so he will have the best of both worlds.

The Joint School of Photography celebrates its 30th anniversary this year. Although photography has been taught at RAF Cosford, near Wolverhampton, since 1965, it was in 1972 that the first Joint School was established, all military photographic training having moved there with the closure of HMS Fulmar at Lossiemouth.

Basic level professional photographic courses are much the same for all three Services, requiring 27 weeks of intensive training.

The advent of digital technology has lately turned military photography on its head. As all three Services rush to equip their photographic departments with the latest, state-of-the-art digital cameras, the need for film has diminished.

Wet processing has practically passed into the history books, and while there are still a few pockets of resistance lurking in a handful of photographic sections, the transition to dry digital darkrooms is nearing completion.



CELTIC LINKS

SANDOWN-CLASS HMS Penzance has been over to Northern Ireland to pay an inaugural visit to the town of Larne, the ship's new Northern affiliation.

This is hoped to be the first visit of many, as the mine countermeasures vessel has already built up close links with the council and local community.

Penzance conducted a series of visits in June along the south coast, including Portsmouth for the military celebrations of the Golden Jubilee, before heading on to her hometown in Cornwall.

The minehunter is scheduled to visit London in early July.

D-Day recalled at Ouistreham

OVER 200 people gathered at Sword Beach, Ouistreham, for the service of remembrance at the Normandy Royal Navy/Royal Marines memorial.

A guard of 12 was provided by HMS Kent, and other participants were units of French Marines, veterans of the 171 Free French who served in 4 Cdo, and 12 standards, including the National Standard of the LST and Landing Craft Association.

The service was for the Senior Service crews of the 4,000 landing vessels which carried the Allied soldiers to the Normandy beaches.

■ CDRE Philip Wilcocks, laid a wreath at the Collingwood Corner Naval Division Memorial in Blandford Camp in early June.

The Commodore HMS Collingwood represented the establishment at the annual memorial parade for those Naval men formed into a land-fighting division in World War I.

Naval sleuths to solve 'murder'

THE BBC is searching for would-be investigators for a dramatised murder-mystery gameshow.

The group will be isolated from their everyday lives, and live together in a camera-rigged house for up to 30 days while they search for the identity of the fictional murderer.

Contact the BBC on 020 8576 4728 or 3805.

Reminder for mountaineers

BUDDING mountaineers who want to take part in the 2003 Senior Service attempt on Mount Everest need to have their bids in for the end of July.

Details of the trip were published in DCI RN 73/02.



● *The Navy's newest fishery protection vessel, HMS Tyne*

New ship hits the water

THE FIRST of a new generation of Royal Navy fishery protection vessels has been launched.

HMS Tyne was launched at Vosper Thornycroft's Woolston shipyard in Southampton by Lady Squire, wife of Air Chief Marshal Sir Peter Squire, Chief of the Air Staff.

The new Offshore Patrol Vessel is expected to be handed over to the Fishery Protection Squadron towards the end of this year.

Tyne is the first of three River-class ships that have been procured in a ground-breaking agreement which sees Vosper Thornycroft (VT) fund the £60 million cost of the ships and charter them to the Royal Navy, initially for a period of five years.

It is believed to be the first time the Royal Navy has operated ships under such an agreement with private industry, and at the end of five years the Ministry of Defence will have the option to extend the charter, hand back the ships or buy them outright.

During the initial five-period, all maintenance and support responsibilities fall to VT to ensure the ships fulfil their operational capabilities.

Tyne and her sisters will be better seakeepers than the Island-class ships which they replace, and have better accommodation.

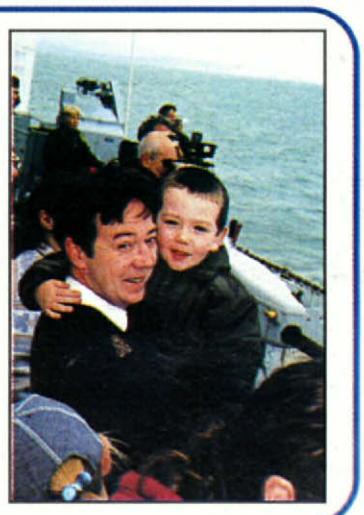
The modular cabins are pre-fabricated and outfitted by VT as single or two-berth, with en-suite facilities.

Watch the skies

OVER 300 family and friends joined HMS Liverpool for a families' day in June.

The ship sailed in company with HMS St Albans for a busy day that included firefighting and flying displays by a Lynx helicopter and RAF Tornado G3.

The HM Coastguard helicopter based at Lee-on-Solent provided a grand finale with a winching display.



● *PO Scott McLucas and son Rhys enjoy the show*

Duke of York leads Falklands memorial

ROYAL veteran of the Falklands War, the Duke of York attended the Falklands Memorial Day Remembrance Service at the dedicated Memorial Chapel at Pangbourne College in Berkshire in mid-June.

Before the arrival of the royal guest, the College students paraded in their traditional naval uniforms to salute the anniversary. They then formed a Guard of Honour.

The ceremony brought together a new generation with the comrades and families of the conflict 20 years ago.

Capt Michael Barrow, chairman of the Trust said: "The Chapel Trustees want to provide all those involved in 1982 with a fitting act of remembrance that will round off this important weekend.

"The response has been marvellous and we are delighted that our patron, the Duke of York, who served with us 'down South', will be with us in the Queen's Golden Jubilee year."

The Duke added a personal stone to the Trust's Stone from Home project.

These stones have been brought in by families, friends and veterans in memory of those lost in the South Atlantic conflict, and will be used to build a memorial cairn.

■ Lady Thatcher led the memorial held at Gosport's Falkland Gardens.

She laid a single white rose, which was followed by another 254 flowers from local schoolchildren to mark each member of the three Services killed in the conflict.

Hundreds of former soldiers, sailors and airmen marched through the Hampshire town in this major commemoration.



● **The 4.5in Gun team from HMS Lancaster who have completed a series of firings off Gibraltar, firing a total of 294 rounds over the course of four days. For the first time in three years a team have managed to fire 125 rounds in one day without a stoppage. The team comprises LOM Brown, OM Strain, CPOWEA Talbot, OM Lyddon, CPO McClean and OM Sawyers**

P&O PORTSMOUTH

WIN A P&O PORTSMOUTH MINICRUISE!





Do you feel like you need the chance to relax and forget the stresses of every day life - what better way to wind down than a 3 night P&O Portsmouth MiniCruise to Bilbao in northern Spain.

P&O Portsmouth has teamed up with the Navy News to offer you the chance to win a MiniCruise for the family - 2 adults and 2 children. It all starts from the moment you step onboard the magnificent Pride of Bilbao, one of Britain's largest Cruiseferries and the onboard facilities you need. By day you can take in the latest movie or head straight for the pool or gym. By night you can eat in one of the fabulous restaurants, or simply relax with a drink in one of the many bars onboard, taking in one of the fabulous onboard shows.

To enter this amazing competition, answer the following question correctly and you could win a Minicruise:

Question - What port does the Minicruise go to?

Send your answer on a postcard to:

P&O Minicruise, Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

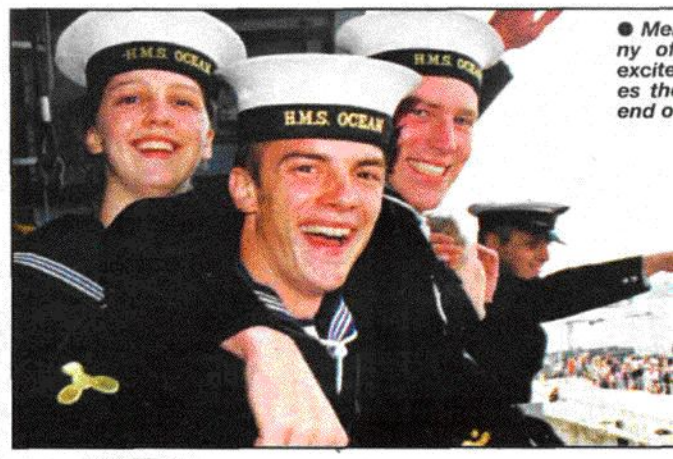
Closing date for entry 19th July 2002

Terms & Conditions: Meals and drinks will be charged accordingly. The validity date is final and cannot be extended and is subject to concessionary space availability. Bookings will only be accepted with a completed Travel request form, and we are unable to transfer previously made bookings to this offer. This prize cannot be used in conjunction with any other promotion, offer, discount, nor any of P&O Portsmouth's associated companies. The Editors decision is final. Employees and relatives of Navy News are ineligible.

Options

Operation Oracle Coalition training Energy and en





● Me
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Ocean role in

● HMS Ocean manoeuvring in the Indian Ocean.

● (Left) 105mm light guns on the deck of HMS Ocean, delivered by helicopters of 845 Squadron from RFA Sir Percivale as part of Operation Oracle.

Pictures by LA(PHOT) Angie Pearce

HELICOPTER carrier HMS Ocean has been spelling out just how useful her four-month deployment to the Indian Ocean has been.

The Devonport-based ship is now back in the UK, having been taken off task earlier than plann
Marines of 45 Comm
established ashore in A

But her role in the
Commando is just one asp
as the ship enters a four-m
od in Portsmouth, a reviev
highlights the versatility
Navy ships today.

Ocean was part of the E
flotilla which left the UK
the terrorist attacks on
caused a rethink, and Oc
the UK for planned maint
turnaround for a possible
the Arabian Sea and the I

She sailed from De
February of this year on O
carrying 250 Royal Ma
Zulu and Command
Commando.

Also on board was an a
support helicopters of 845
– Sea Kings, Lynx and
CH-47 Chinooks of 27 Sq

Alongside Ocean in th
were destroyer HMS Yo
HMS Campbeltown, RF
and Landing Ship Lo
Percivale and RFA Sir Tri

RFA Diligence was in t
repair ship, while stores s
ed by RFAs Fort George
later replaced by Fort Aus

Ocean called in at Gib
on the way to the Suez
Commando the last chan
training until they
Afghanistan seven weeks

Various innovatory use
ship were then brought in

A 30-metre firing range
ed at the aft end of the
assault drills and firing of
the Land Rovers were als

Some troops abseiled fr



● Hands to Bathe proves popular in the Middle East



● HMS Ocean (right) and destroyer HMS York (left) take on stores and fuel from RFA Fort George





● Machine guns mounted on WMICK Land Rovers are tested in ni
the stern of HMS Ocean in the Indian Ocean

ntertainment Amphibious operations Naval tradition

mbers of the ship's compa- HMS Ocean show their ment as the ship approach- e jetty at Devonport at the f the deployment





● *(Right) HMS Ocean tucks in behind the French aircraft carrier FS Charles de Gaulle, flanked by the American carriers USS John C. Stennis and USS John F. Kennedy, and escorts*



● *HMS Ocean's landing craft put in some sea-time*

spells out her war on terror

ed as her Royal nando are well- fghanistan.

deployment of 45 ect of the trip, and onth docking peri- of her time at sea expected of Royal

xercise Saif Sareea last summer, but the United States cean came back to tenance and a swift six-month stint in ndian Ocean.

vonport again in peration Oracle II, rines of Whiskey, Companies of 45

air group of 14 RN and 847 Squadrons Gazelles – and two uadron RAF.

he new task group rk, Type 22 frigate A tanker Bayleaf, gistics RFA Sir stram.

heatre as a forward upport was provid- and Fort Rosalie, stin.

raltar for 36 hours Canal, allowing 45 ce to conduct land disembarked for later.

es for parts of the to play.

e gallery was creat- flight deck, while machine guns from o accomplished.

rom the bridge roof

to simulate realistic conditions, while night-time close-quarter battle drills took place in the vehicle deck using personal image intensifiers.

Troop battle drills were held on the flight deck by night and by day.

At times the flight deck resembled an obstacle course, airport, firing range and vehicle park all at the same time, while ship training and essential maintenance was also carried out.

Any spare time was put to productive use, whether raising money for charity – fund-raising events produced around £1,000 during the deployment – while members of 9 Assault Squadon Royal Marines rowed the length of the Suez Canal on a rowing machine, covering 157km in a fraction under ten hours – slightly faster than the ship.

A 100-mile baton relay race was also staged by 100 of the ship's company, and flight deck sports were a regular feature of daily life.

At the time Ocean and her escorts joined the Coalition maritime force there were some 80 ships of 14 nations in the Joint Operating Area, with priority being given to interdiction – stop and search patrols.

Whenever possible during the deployment, Ocean and her task group carried out interoperability training with warships of other nations.

One of the highlights was an exercise with the two huge American carriers, USS John C. Stennis and USS John F. Kennedy, as well as the French nuclear carrier FS Charles de Gaulle.

Along with escort vessels from Canada, Italy, France and the Netherlands, the coalition flotilla made an impressive sight.

Within a few days of relieving HMS Illustrious as flagship at the beginning of March, Ocean and her task group were ordered to deploy all personnel and equipment of 45 Commando into Afghanistan, along with the Chinooks.

The RAF aircraft were the first to go, swiftly followed by Whiskey Company, accompanied off the ship in true Scottish fashion by their piper. With Zulu Company's departure, Ocean's embarked forces were all ashore.

But there was still valuable work to be done, including Exercise Sea Dagger III, a bilateral series with the United Arab Emirates which saw helicopters of 845 and 847 Squadrons getting in some land-based training, while UAE aircraft embarked in Ocean for deck training and familiarisation.

A Sea Day was also held to demonstrate to UAE staff the finer points of amphibious operations.

After ten weeks at sea the ship put in to Dubai for ten days of maintenance, during which time it was announced that Ocean, York and Fort George would be returning to the UK early, their job done.

Once the decision had been made, planners were able to fit breaks into the normal ship routines.

Perhaps uniquely, the opportunity was taken to hold the Queen's Jubilee Divisions in white tropical uniform on the flight deck, at which Commanding Officer Capt Adrian Johns proposed a toast to Her Majesty.

The chance was also taken for the ship's company to spell out the Royal signature on the flight deck (***see page 12***).

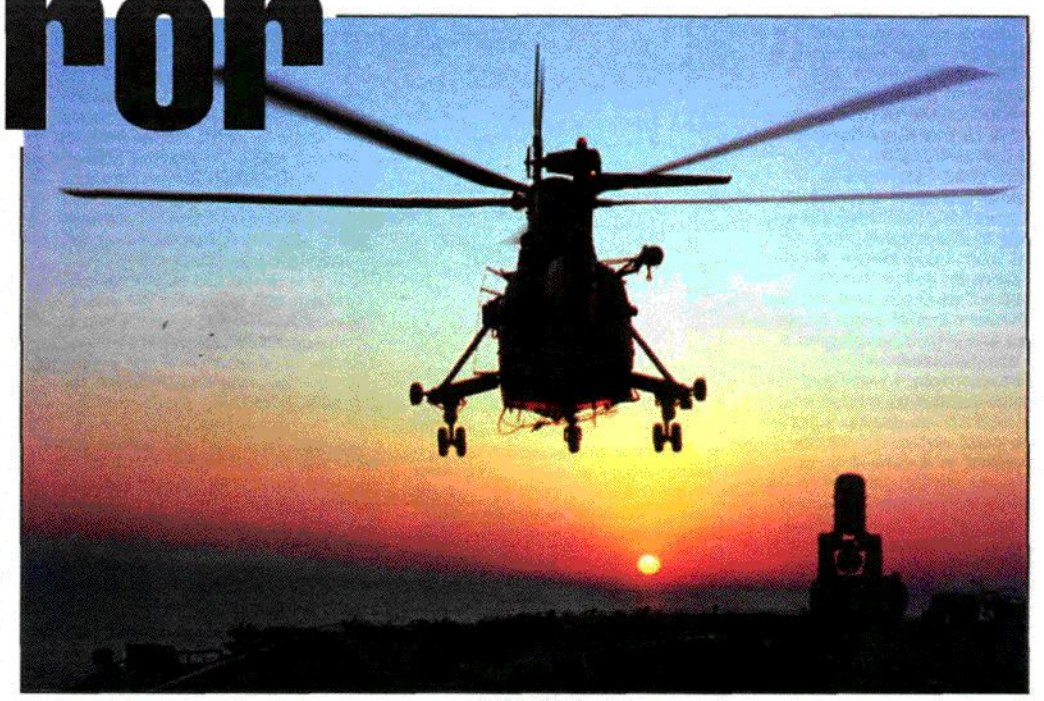
For many on board this was the first opportunity to wear tropical uniforms since the kitting-out store at HMS Raleigh – while more seasoned campaigners were just hoping theirs would still fit after years in the cupboard.

After brief visits to Muscat and Barcelona on the way home, the ship was enthusiastically greeted at her home port by hundreds of friends and relatives of crew members.

She is now at the start of a four-month docking period in Portsmouth, preparing for her next tasking.

Capt Johns, said: "The ship's deployment has been hard work for all, but our primary mission has been fulfilled and fulfilled well.

"I am very proud of the part Ocean has played in the war against terrorism and, of course, our thoughts are with our friends of 45 Commando who currently remain in Afghanistan."



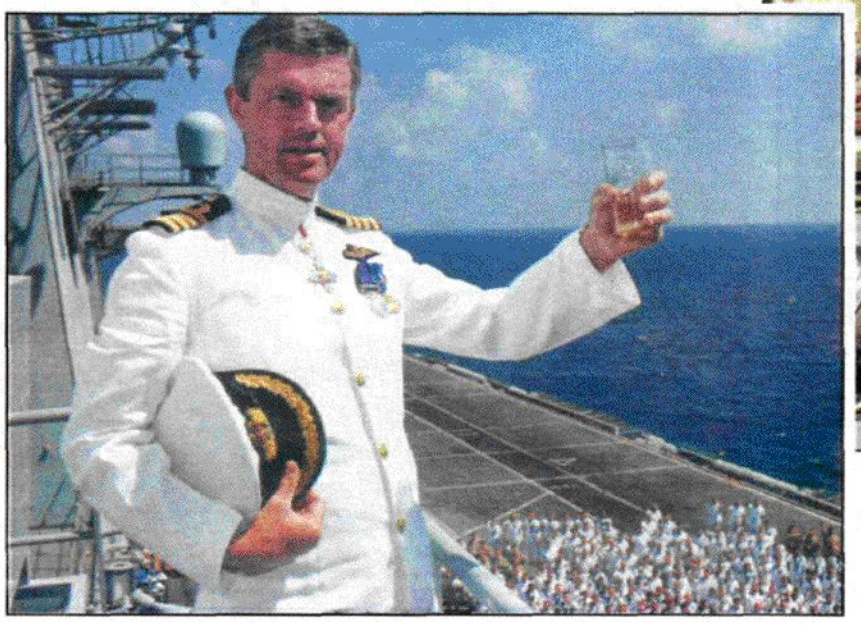
● *A Royal Navy Sea King helicopter on a night flying training exercise is pictured against the sunset*



● *(Above) Mne Wishart of 45 Commando Whiskey Company conducts break contact drills on the flight deck of HMS Ocean prior to the Royals' deployment into Afghanistan*



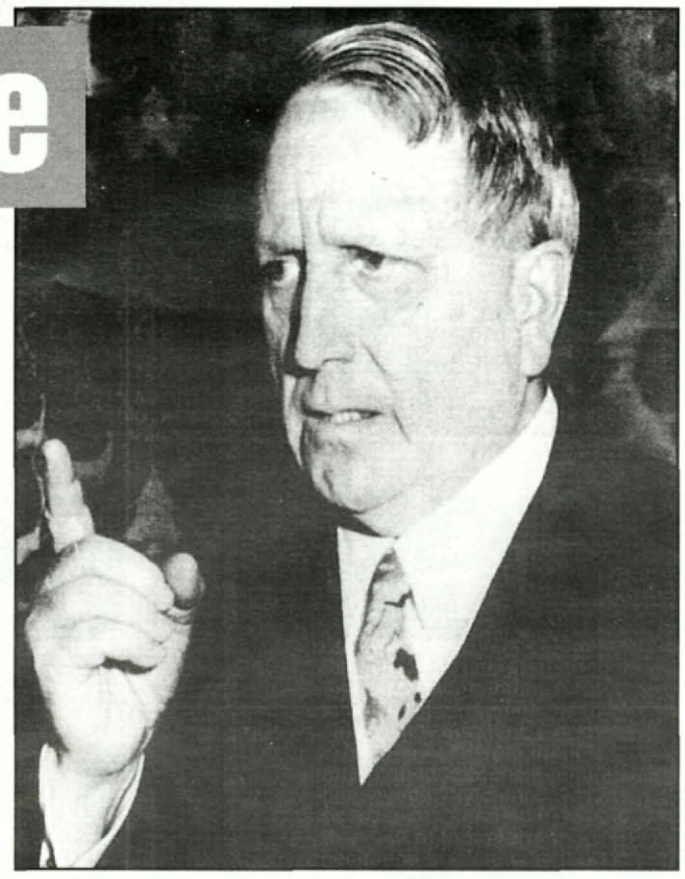
ght-time live firing drills over



● *(Left) Capt Adrian Johns, Commanding Officer of HMS Ocean, toasts the Queen during Jubilee Divisions*

At Your Leisure

Hearst's Maine chance



● ***REMEMBER THE MAINE: William Randolph Hearst, creator of a naval legend and the model for*** Citizen Kane

NEWSPAPER mogul William Randolph Hearst is chiefly remembered today for two things.

One is his portrayal as a ruthless demagogue by Orson Welles in *Citizen Kane* – often reckoned to be the finest film ever made.

The other is his reputation as chief instigator of the Spanish-American War after the sinking of the battleship USS Maine ("Remember the Maine").

Neither amounts to a true picture – and the second, according to a new biography , is a complete fiction.

There are no accounts of Hearst's life, nor are there histories of the Spanish-American War, that do not include some discussion of Hearst's role in fomenting the conflict in Cuba.

The truth is, had he never gone into publishing the United States would nonetheless have declared war on Spain in April, 1898. That he has received so large a measure of credit or blame for that "glorious war" is a tribute to his genius as a self-promoter.

It was Hearst who proclaimed it the *New York Journal's* war and he who convinced the rest of the nation that without the Hearst press leading the way there would have been no war at all. While Hearst played on American prejudices, he did not create them.

On January 11 anti-government riots broke out in Havana, incited by Spanish army officers who feared Madrid might give into Cuban insurrectionists who were demanding independence.

President McKinley ordered in the battleship USS Maine to protect American interests on the island, but the Cuban junta got hold of a letter from the Spanish ambassador describing McKinley as "weak, vacillating and venal" and passed it on to the *Journal* – who promptly published it under the headline "Worst Insult to the United States in Its History".

On the evening of February 15, under circumstances which even today are not entirely clear, the Maine blew up in Havana Harbour, killing over 250 sailors and marines. McKinley convened a Naval court of inquiry and newspapers across the country cautioned readers to await the gathering of evidence before jumping to conclusions.

Hearst wasn't prepared to hold off, though. "Destruction of the Warship Maine Was the Work of An Enemy" read the *Journal*'s front-page headline two days later. In the middle of the page was a drawing of the Maine with a mine placed directly underneath it. The caption read: "The Spaniards, it is believed, arranged to have the Maine anchored over one of the Harbor mines. Wires connected the mine with a powder magazine and it is thought the explosion was caused by sending an electric current through the wire."

The *Journal* offered a $50,000 reward for the solution of the mystery, began a drive for a Maine memorial and even devised a new "War with Spain" card game. Hearst enlisted a delegation of senators and congressmen to travel on his yacht to Cuba as "*Journal* commissioners". The *Journal's* circulation reached the million mark and continued to grow.

War was not declared until April 25, however. McKinley had his own sources of information in Cuba and did not put much trust in Hearst's. McKinley finally recognised that Spain had lost control of Cuba and he could not afford to allow the Democrats to blame him and his party for permitting so much human suffering and bloodshed so close to home.

Nor could he allow the millions of dollars invested on the island to be lost should the Cubans oust the Spanish.

Even so, Hearst played "the biggest story since the Civil War" for all it was worth, making use of the latest news medium, moving pictures, by offering space to Biograph and Edison cameramen on his yachts ferrying reporters to the front.

Bizarrely, he even offered to take an active part in the hostilities. When he learned that a Spanish fleet was being assembled at Cadiz to recapture Manila from Commodore Dewey, he set in motion – without consulting the Department of the Navy or Congress or the White House – a plan to buy or charter "some English tramp steamer . . . and take her to some narrow and inaccessible portion of the Suez Canal and sink her where she will obstruct the passage of the Spanish fleet."

Fortunately, the Spanish reinforcements were soon ecalled and the blockade plan was abandoned.

In mid June Hearst appointed himself a war correspondent and chartered the steamer *Sylvia*, re-equipping her with printing presses, dark rooms, food fit for a king and enough ice to resupply the American military hospital in Cuba when it ran out.

He was accompanied by an army of cooks, stewards, illustrators, telegraphers, pressmen, editors, colleagues and friends – and a couple of chorus girls, the sisters Millicent and Anita Willson, whom he had been escorting around town for the past year and a half.

His moment of glory came on July 3 when he arrived in Cuban waters just in time to witness the defeat of a second Spanish armada.

With an arrogance that had become second nature, Hearst and his party boarded one of the burning Spanish warships, took notes and collected souvenirs. They were chased back to their steamer by American Marines.

Years later, Hearst told the story with boyish enthusiasm:

"What were you doing on that ship?" said the officer in charge.

"Just looking about, sir, at the results of the battle," said your columnist meekly.

"Can't you mind your own business?" said the officer.

"Not very well, sir, and be good newspapermen," we replied with returning confidence.

As the Marines departed the *Sylvia*, they warned Hearst to stay out of trouble. But Hearst ordered the ship closer to the shore where he spotted a group of men "more naked than clothed" washed up on the beach.

In a scene straight out of a comic opera, Hearst in his white yachting outfit and white captain's hat, with a revolver in his hand and a notebook in his pocket, boarded the *Sylvia's* launch and was rowed ashore – racing all the way with a Marine boat headed in the same direction, which capsized before it reached the shore.

Hearst bravely threw off his shoes – one report said his pants as well – and led his crew to the shore, where they discovered that the naked men were Spanish sailors who had abandoned their burning ships.

"Battered and bruised, half clothed, half drowned, half starved," the Spaniards were delighted to be taken prisoner and helped Hearst turn his launch around so they could all go back to the *Sylvia.*

It was the scoop war correspondents dream of – and the result exceeded even Hearst's own high expectations. He was praised not only by his own newspaper, but by politicians and publishers from coast to coast. Even the rival *New York Times* appauded his courage – though not without a trace of mockery.

The Chief – The Life of William Randolph Hearst by David Nasaw (Gibson Square Books £20) tells a story stranger still than anything Orson Welles imagined for Citizen Kane in a long overdue biography of one of the most remarkable media figures of the last century. As Harold Evans observed of him in The New York Times: "Rupert Murdoch's rise is the only modern parallel" – and his would not be so rich a tale as Hearst's

It ain't half pricey, Mum

DURING his 32 year career in the post war Navy Christopher Sherwood wrote home regularly from the 11 ships he served in around the world.

He was not aware that his mother had kept them all until they eventually came into his possession – and now no less than 240 of them form the backbone of a remarkable evocation of the period, particularly of the America and West Indies Station.

From HMS Sheffield at Esquimalt, British Columbia on August 14 1952 he writes:

"Life in America is very different from back home. While they have all these electric washing machines and mixing machines etc and large cars, prices are terribly high and they are no better off.

"For example, I went out and had a meal of bacon and eggs and an ice-cream sundae which cost about 10/- in the equivalent of a cafe-milkbar.

"We are particularly hard hit by these prices because of devaluation and because we do not get any compensatory allowance due to not being based ashore."

The Royal Navy in Which I Served **(Blaisdon £27 plus £4.50pp) is available from the author at White Lodge, 62 West End, Kemsing, Sevenoaks, Kent**

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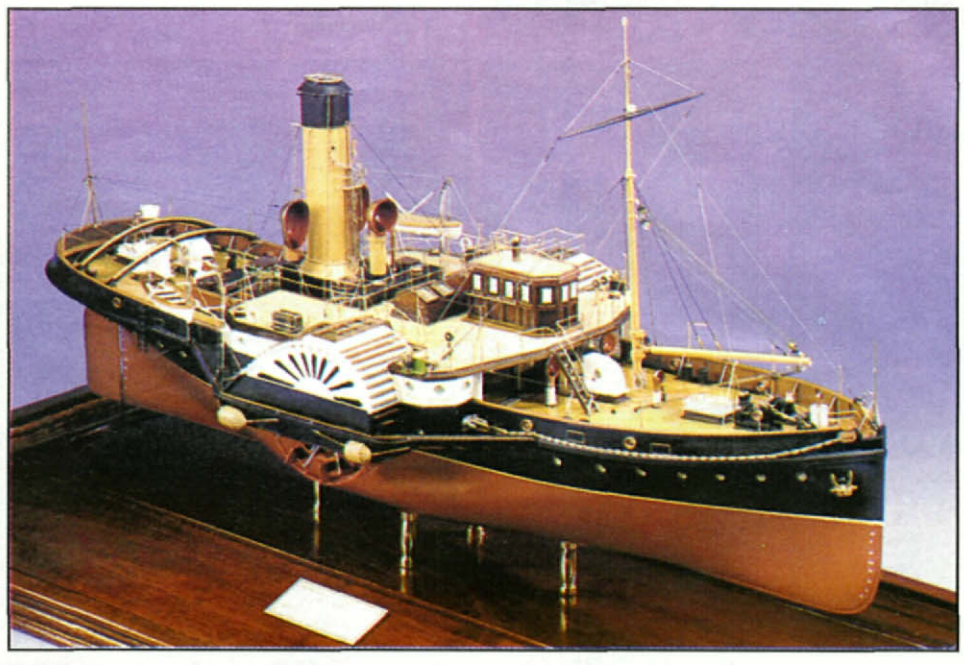
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Sturdy sold for £8,500

A FINE builders-style model of the Admiralty harbour paddle tug HMPT Sturdy by C. Hooper sold at Christie's, South Kensington rooms on June 19 for £8,500.

The original Sturdy was built by Vosper Thornycroft at Southampton in 1912. Hooper's version was modelled using contemporary methods with mast and rigging, stayed anchors with 'D' chains, fairleads, anchor-winch, deck lights, ventilators, belaying pins, bollards, companionways, secondary winch, superstructure withb panelled wheel-house with binnacle over, hand rails, telegraphs, paddle boxes with gratings, rails and two boats, one covered, in davits, engine-room lights, stayed funnel with safety valve extension pipe and twin hooters and much other fine detailing.



Bitter memories of a bitter fight for survival

NEXT year sees the 60th anniversary of the turning point of the Battle of the Atlantic – a campaign that famously spanned the whole of World War II.

Among the steady stream of books about what was arguably the most bitter of all battles at sea is one that marked one of its low spots, though.

In **Attack and Sink** (Pen & Sword £19.95) Bernard Edwards tells how on August 30, 1941 convoy SC42, consisting of 67 ships carrying half a million tons of cargo, sailed from Canadian waters for the UK.

The merchant ships, moving in 12 columns abreast and covering an area of 25 square miles, were mostly British. Many were old and dilapidated, all were slow and heavy laden.

SC42's ocean escort was made up of a destroyer and three corvettes of the Royal Canadian Navy, all untried in combat.

For the first week at sea, the convoy encountered dense fog, icebergs and fierce easterly gales, so that for much of the time its speed was down to three knots, no more than a modest walking pace. The difficulties encountered in keeping this great mass of unwieldy ships together were enormous.

SC42 was routed north to within sight of Cape Farewell, the southernmost point of Greenland, before turning east across the Atlantic, the reasoning behind this being that German U-boats were unlikely to venture so far north.

However, Admiral Donitz had received word of the convoy's sailing and ordered the 21 boats of the Markgraf wolf-pack to "pursue, attack and sink!"

The attack commenced on the morning of September 9, in sight of the coast of Greenland, and a running battle ensued that lasted for seven days and covered 1,200 miles of ocean.

The Canadian escorts were hopelessly outnumbered and outclassed, but fought valiantly, as did the merchantmen.

It was fortunate that the majority of the U-boats were also in action for the first time; as it was, 18 merchant ships were sunk, for the loss of two U-boats.

Only the arrival of Royal Navy destroyers from Iceland and the onset of dense fog saved SC42 from almost certain annihilation.

Although the British and Commonwealth navies were formidable, comprising 12 battleships, seven aircraft carriers, 41 cruisers, 116 destroyers and 57 submarines, they were charged with defending an empire covering one third of the world's surface, populated by 450 million people.

Germany, on the other hand, although possessing a much smaller surface fleet, had no overseas territories to defend. Her Navy – and Donitz's submarines in particular – was free to concentrate on cutting Britain's vital supply lines.

The effect was immediate and calamitous. In the first eight months of the war no fewer than 172 British, Allied and neutral merchant ships of 743,000 tons were lost through enemy action.

This was bad enough, but after the collapse of France, which gave the U-boats untroubled access to the North Atlantic, the losses rocketed to an average of 90 ships of 400,000 tons a month. By the end of June 1941 losses stood at 1,984 ships totalling 7,592,826 tons.

More than 100 ships a month were going down, most of these sunk by U-boats in the North Atlantic. This was five times the rate at which shipyards were able to turn out replacements and Britain could not hope to survive another year unless the convoys continued to get through.

SC42 did – just. The turning point was still several months away.

The resolution of the merchant ships' crews was remarkable – particularly in view of the conditions they served under. The treatment they received at the hands of those concerned with their welfare was often appalling.

James Corcoran, a 16-year-old steward who survived the sinking of the Berury, provides a case in point.

Fifty years later he recorded: "The thing that remains very bitter in my mind was the fact that the day we were torpedoed our leave started and our money stopped . . . when I arrived home, I had no money due to me."

So here was a British seaman, having had his ship summarily blown from under him in the dead of night, who was considered to be on leave from the moment he scrambled into a lifeboat. His leave expired while he was in a survivors' camp in Iceland.

When he reached home he was penniless and out of work. This was in direct contravention of Section 158 of the Merchant Shipping Act of 1894 but, to their everlasting shame, it was an attitude adopted by many British shipowners. No wonder James Corcoran – and how many more like him? – felt bitter.



● *One of a series of wartime propaganda posters paying tribute to the role of the Merchant Navy. From* The Battle of the Atlantic *by Roy Conyers Nesbit (Sutton £25)*

ScreenScene – by Bob Baker

Amethyst saved twice



● *HMS Amethyst fights her way down the Yangtse/Orwell*

Yangtse Incident was one of the numerous British war films made in the 1950s, although in precisely which war the action described took place is a question to fox the unwary in a general knowledge quiz.

The answer, presumably, is the Chinese civil war, Nationalists v Communists, the latter destined to come out on top.

In 1949 the frigate HMS Amethyst was taking supplies to the British Embassy in Nanking when she was fired on by Communist shore batteries. Crippled and aground, with 17 of her company, including her commander, killed, she was stranded for months until finally, under Lt Cdr John Kerans, she slipped her moorings one night and escaped. Her return to Devonport in November was the occasion of much celebration and ceremony.

In 1956 the producer Herbert Wilcox decided to turn this "triumph of daring and navigation" into a movie. In his autobiography (*25,000 Sunsets*, 1967) Wilcox describes the various dramas and crises that went into its making.

His first task was to rescue Amethyst from the breaker's yard to which she had been consigned. Thanks to the intervention of Earl Mountbatten, First Sea Lord at the time, this was accomplished and Lt Cdr Kerans (played in the film by Richard Todd) himself was signed on to act as technical adviser.

Filming took place on the River Orwell in Suffolk – "exactly like the Yangtse" according to Kerans.

Wilcox almost succeeded where the Communists had failed, as regards sinking poor old Amethyst. One of the explosive charges meant to simulate artillery near misses drifted unnoticed under the vessel; when it was electrically detonated the charge blew a hole in her bottom. Fortunately decisive action by Kerans enabled him to save the ship a second time.

Although much of the filming took place on board Amethyst, HMS Essex was also on hand to double for her in some of the long shots. But in July 1956 President Nasser took over the Suez Canal, the crisis escalated into armed conflict and the Essex was ordered to the Mediterranean without delay.

The sequence of Amethyst's escape still had to be shot so, making a virtue of necessity, Wilcox hastily organised his pyrotechnics for a one-take-only shot. It worked out successfully, and the climax of the film, apparently showing Amethyst racing down the Yangtse towards the open sea, is in reality a record of Essex steaming towards the war with Egypt.

The film was not a success at the box office. Wilcox blamed a badly-timed release, but perhaps the stereotypes of stiff-upper-lip officers and chirpy seamen had begun to pall. But it all looks fairly authentic and the action stuff is well staged in a Hollywood sort of way. Certainly it has stood the test of time, with frequent TV exposure and video cassette availability.

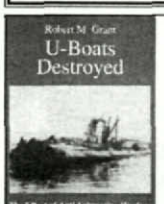


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SKILL FORCE ON THE LOOK OUT FOR 'ROLE MODELS'

ISLA Tabberer left the Royal Navy as a lieutenant who specialised in mine warfare – now she's part of her local community, spearheading the Ministry of Defence's local Skill Force initiative.

Isla is the team leader for three ex-military instructors responsible for five Scottish schools in the Lanarkshire area.

This year the scheme has involved 90 local children – a total set to more than double due to its popularity and success.

Aim of the scheme is to improve employment prospects by developing confidence and team-building.

It employs people recently retired from the Armed Forces to develop the most out of 14-16-year-olds who have been underachieving in school.

"It's not about behaviour problems or truancy," stresses Isla. "More often, they are lacking in confidence to go on to employment or further education. It also encourages increased communication with their peers."

Many of the 1,400 boys and girls taking part in 47 schools around the UK are from troubled backgrounds and lack self-esteem and confidence. Others are bright but cannot get to grips with the national curriculum and respond more favourably to the vocational approach adopted by the Skill Force team.

Classes are held twice a week for a total of roughly four hours. Pupils often drop a GCSE subject to study a wider variety of practical skills involving modules such as information-handling, sport and leisure and the environment.

Participants work towards Duke of Edinburgh's Bronze Award, St John's Ambulance 1-3 star awards and an impressive array of vocational qualifications.

There has been a good response. Truancy has been reduced – in some cases by up to 80 per cent – and there has been a similar reduction in school exclusions.

There has also been a boost for Forces recruitment, with 39 per cent of Year 11 pupils considering a career in the Armed Forces compared to 4 per cent nationally.

The lessons don't just benefit the youngsters – by turning to the pool of retired Service personnel best use is made of their knowledge and expertise that might otherwise be lost.

"We're looking for people who have some experience in instructing, of working with young people," says Isla.

It is as role models that Skill Force founder and Project Director Lt Col Peter Cross sees the instructors' greatest potential impact.

"A lot of children on the course come from broken homes where there is unemployment, no family history of education and frequently the absence of a male role model.

"Our instructors have often come from similar backgrounds – but have gone on to run refugee camps in Kosovo and Bosnia and to serve their country in a huge number of ways.

"This is not intended to be a recruitment drive for the Armed Forces, but if the students can look at these instructors and see that they are just like them, they will hopefully see that there is no limit to what they too can achieve."

❑ For more information on a career in Skill Force, call Jenny Hughes at the Reserve Forces Employment Agency on 020 7321 2688.

Dragonboats fire up major port festival

HMS NORTHUMBERLAND became the first Royal Navy ship to lead the parade at Hamburg's annual Geburtstag Festival, celebrating the foundation of the Port of Hamburg in 1189.

The Type 23 frigate led the 28 ships taking part in the event on the River Elbe, exchanging a five-gun salute with the museum ship *Rickmer Rickmers*.

Over 7,000 local people came on board during the four-day festival while an estimated 1.4 million lined the river banks.

Members of the German branch of the Royal Navy Association were on hand to act as interpreters.

As part of the festivities, Northumberland entered a team in the fiercely contested Dragon Boat race.

Led by Lt Tim Cosgrove RZN, the team of 14 listened to the complicated briefing on the rules given in German before enthusiastically boarding their boat wearing their Northumberland rugby shirts.

Although the lack of co-odination in the warm-up was a ploy to lull the opposition into a false sense of security, the first race went without incident with the ship's team narrowly losing to one of the more experienced teams.

Calling in the big guns, the ship's CO Cdr Alex Burton was welcomed into the boat and the team showed continual improvement in the next two races, earning warm praise for their good level of competition and sportsmanship.

RNA(Germany) Chairman Olaf Griese reports that many local companies supported Northumberland's visit – including Holsten Breweries who donated 150 litres of their world-famous Pilsener for the Harbour anniversary reception hosted on board.



● *HAMBURG SALUTE: Watched by huge crowds,HMS Northumberland fires a five-gun salute to mark the 813th anniversary of the founding of the famous Hanseatic port*

Chatham chefs feed 600 Russians

OVER 3,000 people took the opportunity to tour the Devonport-based Type 22 frigate HMS Chatham when she visited the Russian city of St Petersburg.

It was the first visit by a British warship there for over a year.

Highlights of the stopover included a visit by officers from the Kuznetsov Naval Academy and rugby and football matches against local teams.

Cadets from Britannia Royal Naval College who are undergoing initial sea training in Chatham were invited to complete the Russian Naval Swimming test by cadets at St Petersburg Naval Institute.

The ship then made her way to Baltiysk for a two-day stop and played host to Admiral Valuyev, Commander of the Russian Baltic Fleet.

Here Chatham was narrowly beaten by RFN Bespokoiny in a new multi-sports event, the Baltic Cup. The losers entertained the victors to a barbecue with Chatham's chefs feeding over 600 on the jetty.

As reported last month, Chatham was then taking part in the annual exercise Baltops, with ten navies including Russia led by the USN and co-hosted by Poland.

The 'Partnership for Peace' exercise aims to promote confidence and co-operation between UK, NATO and non-NATO forces and includes live firings, ship boardings, anti-submarine and anti-air exercises.

Chatham was in command of one of the major surface groups, later becoming part of a task group including Russian, Polish and Danish ships.

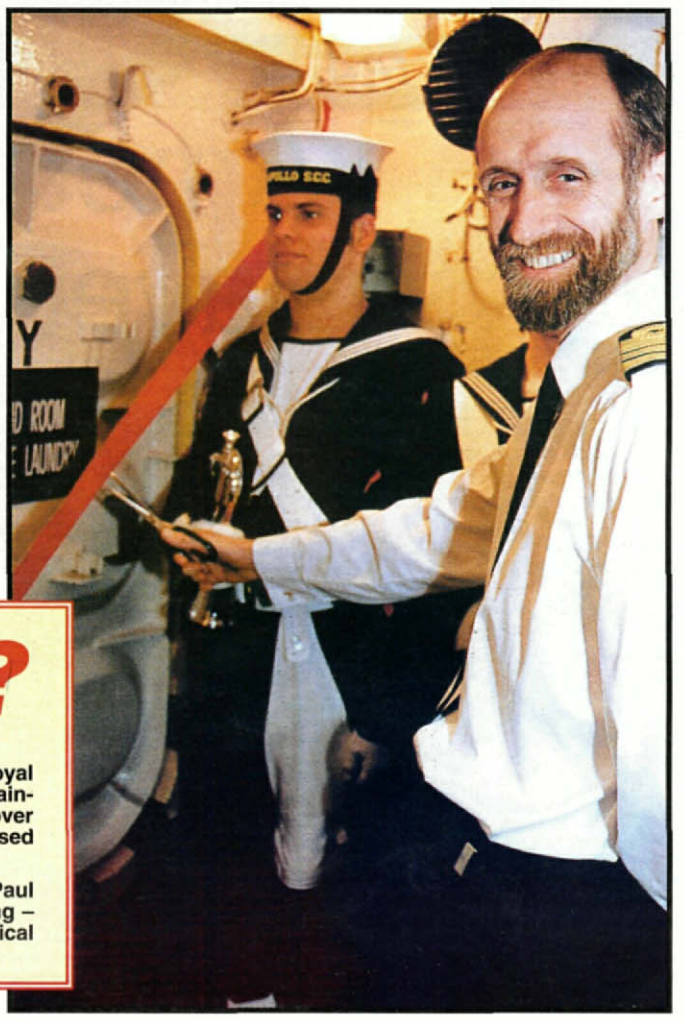


ALBION LABELS UP

FIRST junior ratings to join the ship's company of HMS Albion have been issued with their cap tallies – bearing a name not seen in the Royal Navy for 25 years.

The Landing Platform Dock assault ship, due to come into service in 2003, is designed to deploy, by air and sea, troops and their equipment as part of a new amphibious force.

● *Left to right with their new tallies are OMs Alex Cave, Christian Glover and John Andrews*

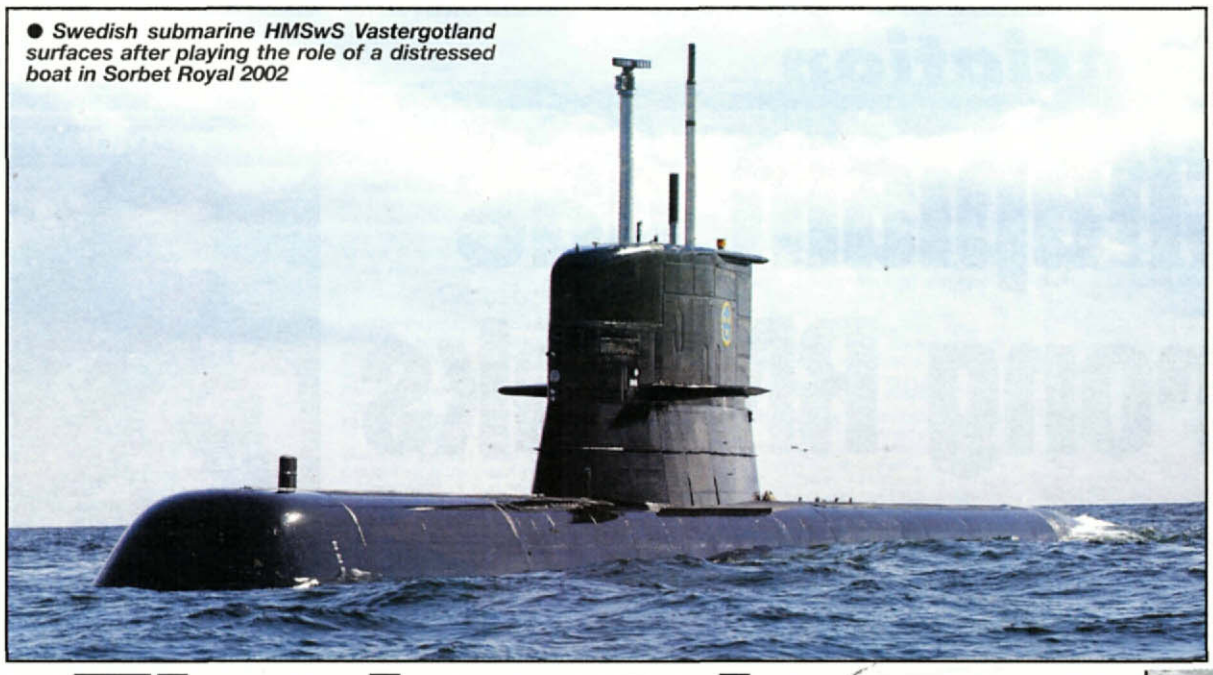


Laundered music?

MONTHS of hard work by the team in HMS Bristol were rewarded with the opening of a new Band Room – in the old Chinese laundry.

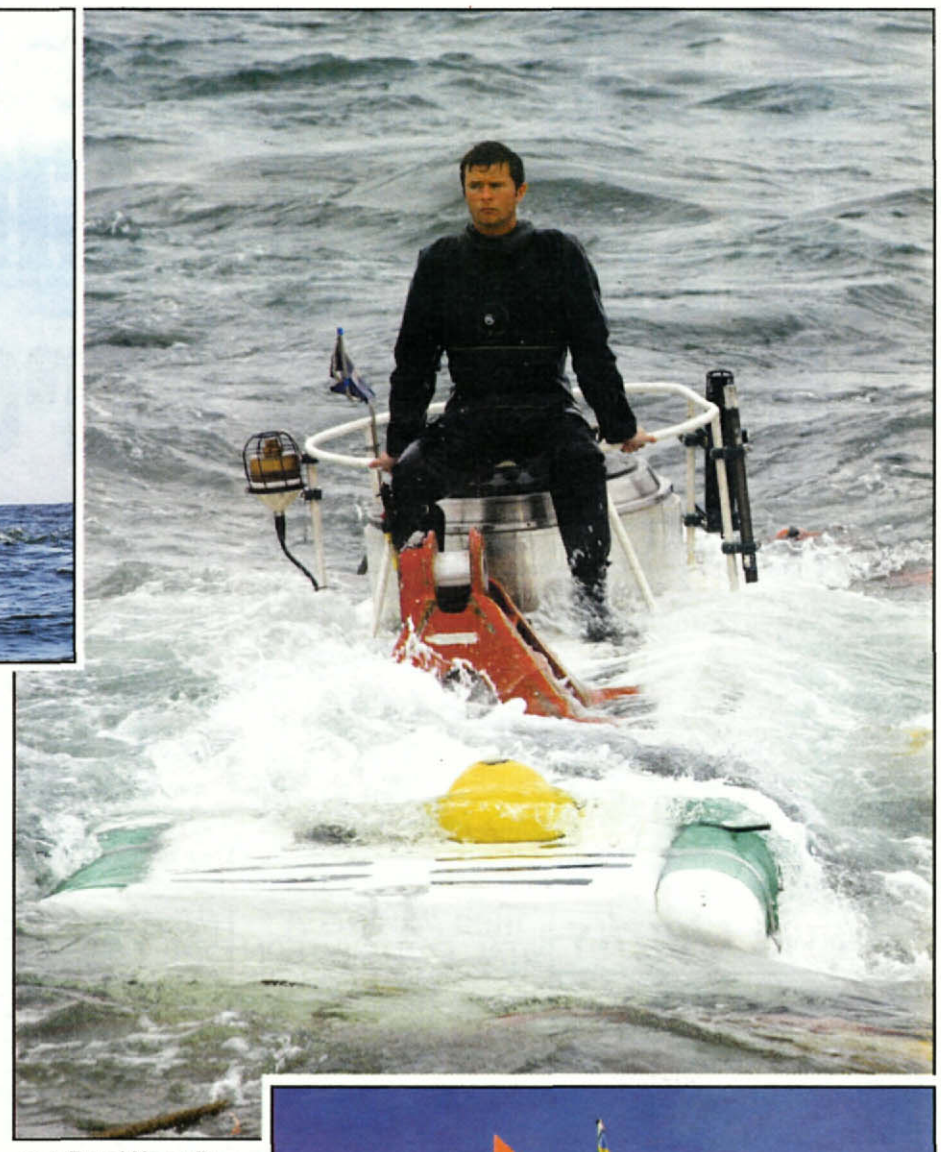
It will allow cadets visiting the Harbour Training and Accommodation Ship at Portsmouth a chance to keep their musical skills up to speed while taking part in up to ten days of sailing, power-boating and nautical activities.The Type 82 destroyer plays host to visitors from the Royal Navy, RNR and the national cadet forces for training in all aspects of seamanship. Last year over 17,000 – including 12,000 youngsters – passed through her.

The latest facility – seen opened by Capt Paul Docherty of the Directorate of Naval Recruiting – will also double as a teaching room for medical training.



● *Swedish submarine HMSwS Vastergotland surfaces after playing the role of a distressed boat in Sorbet Royal 2002*

The heat is on in Sorbet Royal



● *A Royal Navy diver from Fleet Diving Unit 2 Portsmouth, mans the LR5.*

BRITISH personnel and equipment had a prominent role to play in the largest submarine ever staged – Sorbet Royal 2002.

The exercise, in the Kattegat off Denmark, involved forces from 11 NATO countries – the UK, Canada, Denmark, France, Greece, Italy, the Netherlands, Norway, Poland, Turkey and the USA – along with one Partnership for Peace nation (Sweden) and three non-NATO countries, India, Japan and Singapore.

More than 500 officers, sailors and civilians were involved on 13 surface ships, four submarines and two helicopters, as well as some of the most sophisticated submarine rescue vehicles and systems from around the world.

Sorbet Royal is designed to demonstrate the ability of the NATO alliance to co-operate in saving lives from a sunken submarine.

There have been 170 known peacetime submarine losses in the last 90 years, with the loss of the Kursk making such exercises all the more relevant.

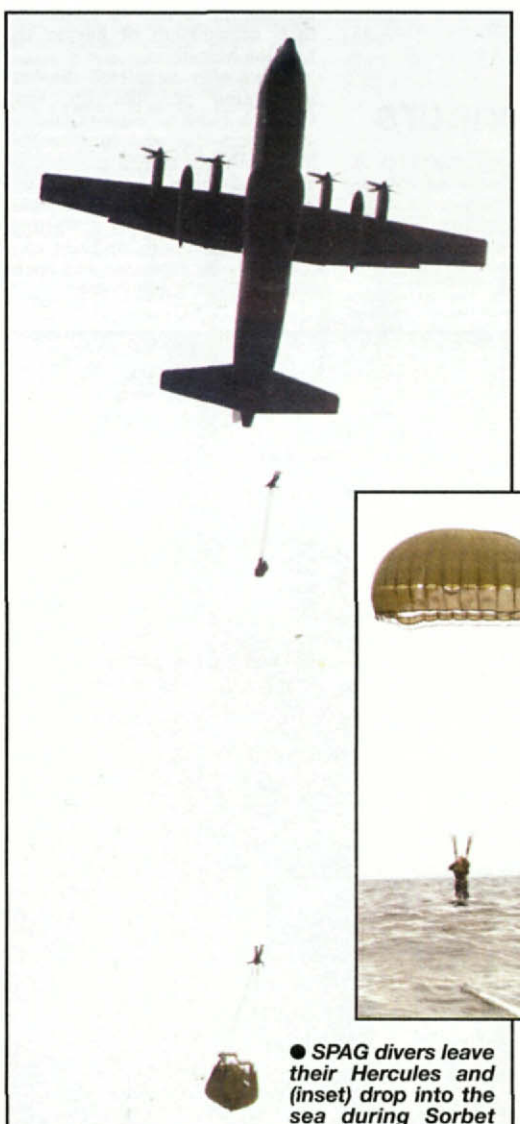
UK elements of the exercise included the rescue vehicle LR5, and members of the Submarine Parachute Assistance Group (SPAG) dropped in for the occasion,

The exercise was scheduled by the Commander-in-Chief East Atlantic, Admiral Sir Admiral West, and was conducted by the Commander Submarine Forces East Atlantic, Rear Admiral Niall Kilgour.

There were a total of 79 visitors and observers at Sorbet Royal from a range of countries, including Argentina, China, Pakistan and Russia.

For more details of the exercise, and more pictures, see ***Navy News Online***.

■ The Russian Navy has concluded that the disastrous explosion which caused the loss of the submarine Kurk in the Barents Sea in the summer of 2000 was caused by a faulty torpedo.



● *SPAG divers leave their Hercules and (inset) drop into the sea during Sorbet Royal*



● *(Below) Inside the British LR5 submarine rescue craft*



● *The Swedish URF submarine Rescue Vehicle*

● *(below) Sunrise over Frederikshavn, base for Sorbet Royal*

● *Another set of boat transfers during Exercise Sorbet Royal off Denmark*





Royal Naval Association



● *Redruth and Camborne branch has four S/M standard bearers – pictured above are (from left) Jim Taylor (Burma Star), Dave Kennardy (RBL), Ron Stokes (Union Jack) and Bob Saxby (RNA).*

Standards on parade

SHIPMATES Bob Saxby, Jim Watkins and Ron Williams, of **Redruth and Camborne** branch, attended Capt Walker's Group reunion and that of HMS Magpie at Liverpool, and paraded their standard at the March-Past.

Members of the branch enjoyed an impressive talk by S/M Dan Pearce following a branch meeting.

To illustrate his talk, he brought a display of his photographs of ships which took part in the Battle of the Falklands (1914), the Dardanelles (1915), the Battle of the River Plate (1939), Crete (1941) and family photographs of service in HMS Vengeance.

Chaplain has strong RN links

MEMBERS of **Hazel Grove** branch extended a warm welcome to their new chaplain, Rev Alan Cook, an ex-matelot, who replaces Rev Brian Percival – their chaplain for 18 years.

S/M Cook, who served in the Navy from 1949 to 1952, has strong personal and family links with the wartime Navy.

His brother served in corvettes on Russian and Atlantic convoys, was torpedoed twice and survived.

One cousin, a boy seaman, went down in HMS Courageous in the North Sea in 1940 at the age of 16, another served as a pilot with the Fleet Air Arm, and an uncle who covered radio traffic for Atlantic convoys in the radio relay station in the West Indies.

S/M Cook, as an Air Mechanic (Engines), working on mainly Rolls Royce Merlin, Griffin and Bristol radial engines and Pratt and Whitney radials.

He served in various air stations in the UK before a posting to HMS Simbang in Singapore, then HMS Theseus.

On returns from the far east he was stationed at the RN Experimental Station at Boscombe Down, working on jet aircraft still under test.

On leaving the Navy he joined the RNV(W)R (Wireless Reserve) where he spent ten happy years. He also had a successful career in commercial business before studying for the priesthood.

He was appointed curate of St James, Gatley, and chaplain to Manchester Royal Infirmary, and became vicar of St James', Congleton, until official retirement age, and he is currently honorary assistant priest at St Peter's, Stockport, working with Rev Kenneth Kenrick and Rev Keith Brooks.

Brian Percival has been appointed Dean of Chadkirk in addition to his normal duties as vicar of St Paul's, Compstall.



● *Alma Kent pictured in 1998*

Alma keeps on running

ALMA Kent of the **Fleet St** branch is not bothered about London's traffic problems. When she has to cross the city from her Edgware home, she puts on her trainers and runs – even at the age of 86.

Renowned for the number of marathons she has completed, and the amount of money raised for charity, Alma recently paid a visit to the **Cheshunt** branch to deliver two bottles of rum in thanks for their sponsorship of her in the London Marathon.

Alma, who completed the race in around 5h 30m for King George's Fund for Sailors, rises at 4am every day and runs to Pall Mall with her dog, a distance of around 20 miles.

The widow of a wartime Naval signalman, Alma was a wartime nurse in Singapore, and was captured by the Japanese and spent five years in Changi Prison.



Life honours

THE FOLLOWING shipmates of **Christchurch** branch were honoured with life membership for loyal and outstanding service: Robert (Bob) Rowe, Eric George (Barney) Barnes and WIlliam James (Bill) Cross.

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Barnsley affiliation celebration is planned

THE TENTH anniversary of the affiliation of **Barnsley**, the Sea cadets, the RNA and RFA supply ship Fort Victoria, will be celebrated over the weekend of August 2 to 4 this year.

The programme kicks off on Friday August 2 with a band concert and choir performing at RNA Headquarters in aid of the Macmillan Nursing Service.

The Royal Fleet Auxiliary will give a careers presentation on Saturday august 3, which will be followed by a civic reception.

On Sunday August 4 there will be a church service and parade, and Commodore P.J. lannin RFA will take the salute at the march-Past.

The parade will muster at 1pm.

Further details from S/M E. Dyson, 10 Westville Road, Barnsley S75 2TP, tel 01226 283363.

Come join the big parade!

DURING the Evening Tattoos associated with Plymouth Navy Days there will be a Parade of Standards on the Friday, Saturday and Sunday evenings of the August Bank Holiday weekend.

All Area, Branch, RMA, WRNS and Ships' Associations are invited to attend.

The Friday evening will be on the lines of a dress rehearsal, and will incorporate the media evening for photographs and interviews.

For more details of participation in the event, contact Jim Patterson, 14 Sunnyside Road, St Jude's, Plymouth PL4 9LE, telephone 01752 261646, mobile 07718 487684.



● *Three Stokers reunited – from left, John (Barney) Barnard, Meldy (Billy) Dear and John (Robbo) Robinson.*

Stokers meet again after 50 year gap

THREE ex-Stokers had a big surprise when they met, by chance, at an inter-branch social hosted by **Henlow**.

S/Ms John (Barney) Bernard, Meldy (Billy) Dear and John (Robbo) Robinson, members of **Rayleigh**, **Henlow** and **Royston** branches respectively, had no idea that they would be reunited after 50 years under the umbrella of the Royal Naval Association.

Their last meeting place was Kora, when they were serving on board the cruiser HMS Belfast.

The social, which was also enjoyed by members of **Alderham**, **Luton** and **Letchworth** branches, proved a gala occasion for the three x-Stokers, who had many yarns to swap and many names to recall.

Royal Naval Association

Membership down but fund-raising up

MEMBERSHIP down, but welfare and charity demands on the increase – that was the message for delegates attending the Royal Naval Association annual Conference in Perth.

Reporting to Conference as *Navy News* went to press, the Chairman of the National Council said that membership of the RNA fell from 35,903 in 2000 to 34,174 in 2001 – but the workload of the Charities and Welfare Committee had doubled.

The loss of 1,729 members, due largely to deaths, was regretted. The figure represents an increase of 31 Life members and a decrease of805 Full and 955 Associate members.

Though the Association is beginning to attract more, younger members, more are needed to stem the flow.

Urging delegates to keep up the recruiting drive, the Chairman said one branch last year recruited 171 serving members and a further 51 recently.

He praised this effort, and the fund-raising activities of the RNA branches which raised a total of £126,478 in 2001 for charity.

Anyone who doubts the need for the Association and the contributions it makes to the community should see the number of welfare cases the Charity and Welfare Committee deals with.

An increasing percentage are from wartime veterans now living alone or without the necessary help, desperately in need of electrically-propelled wheelchairs.

Your Committee, he told delegates, believes the funding of such vehicles should be borne by local authorities, and has made representation on this matter to Dr Lewis Mooney, the Minister for Veteran Affairs.

Until this responsibility is met, the Association must continue to ease the difficulties of the less-mobile.

Charity, he reminded them, begins at home – and can't get much nearer to home than the Central Charities Fund which, in 2001, provided a total in individual grants of £40,366, while donations were made to the WRNS Benevolent Trust (£1,000) and the RN Benevolent Society (£500).

The contribution made by branches to Pembroke House doubled to £42,276.

Despite a fall in revenue from subscriptions last year, from £198,000 to £191,000, the year ended better than expected, according to the Chairman. Accounts showed a surplus of £7,925, due in part to good management and the success of the Association's Christmas card.

He warned delegates, however, that a deficit of £28,600 was predicted for 2002, and if income from subscriptions continues to fall, the Association may have to consider an increase in the rate of annual subs in about 2004.

There was better news when he focused on the Association's investments.

Although their capital value decreased, due to a fall in the market, the income from them increased significantly.

Revenue was also boosted by two legacies totalling £365,253.

Announcing the re-appointment of S/M Alan Robinson for a further term as National Ceremonial Officer, he said the turn-out and drill at the association's biennial Trafalgar parade in Whitehall was superb.

In conclusion, the Chairman praised the efforts being made to raise the profile of the Association at local level and especially among those serving.

He thanked delegates for the fund-raising effort in the past year and the many good deeds performed on the welfare side.

This, he said, is what the Association is all about.

Harare branch appeals for flags

RNA MEMBERS of the **Harare** branch in Zimbabwe are appealing for spare flags to replace those which were stolen in the run-up to the country's elections.

According to a branch official, the venue of the branch's monthly meetings, the MOTH Club (Meritorious Order of Tin Hats) was visited by self-styled 'war veterans' on two occasions, who used intimidatory tactics on members present – most of whom were elderly.

To be a true MOTH, one has to have served in the Armed Forces, and the majority of members served in World War II.

During the two 'visits' by the local so-called veterans, all flags and regalia were stolen, including a portrait of Winston Churchill.

Among the stolen flags were those belonging to the Harare branch of the RNA, comprising the Union Jack, the White Ensign, the Merchant Navy and the Royal Australian Navy.

RNA members are asking shipmates in other branches for any donations – used flags in need of renovation or cleaning, for example, which any branch could spare.

Big welcome

CHESHUNT branch welcomed ex-LS Ted Gray and his wife Iris, who now live in Australia, to a branch meeting.

Ted used to live locally at Waltham Cross, and played football for Cheshunt FC and Worley Rovers

Members of the branch, with those of **Fleet St**, attended a service at Christ Church, Waltham Cross, conducted by the branch chaplain, Rev Martin Banister



● *Some 40 RNA standards, including those of the Reading branch and No 6 Area were paraded at the Falklands Memorial Chapel 20th anniversary Flower Festival. The parade of shipmates, including Pangbourne College cadets, was inspected by Capt Rick Jolly RN (retd).*

Jubilee is celebrated

LOSSIEMOUTH branch held a weekend of social events in celebration of the Queen's Golden Jubilee.

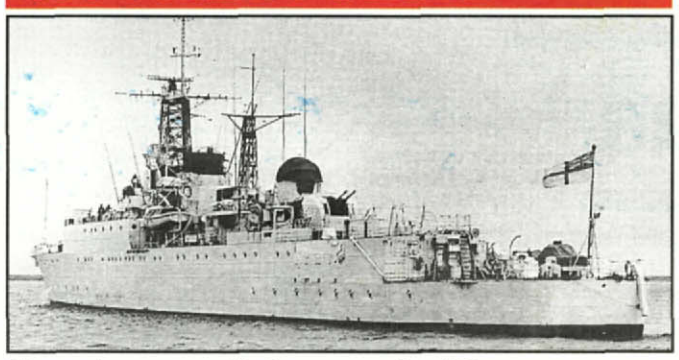
On the Friday night, members enjoyed a cheese and wine evening, and Saturday night brought prize bingo and a pay-as-you-sing karaoke.

Sunday began with a stableford team golf outing on the new course at Moray Golf Club, followed by high tea for players and guests.

Sunday evening rounded off the celebrations with a carpet putting competition followed by a prize draw raffle of donated gifts.

All proceeds raised from these events are to be donated to local charities.

£50 PRIZE PUZZLE



The mystery survey ship in our May edition was survey ship HMS Fawn, and her sisters were HM ships Beagle, Bulldog and Fox.

The winner of the £50 prize for identifying her was Mr L. Rudge of South Devon.

This month's heavenly ship started life as a destroyer and ended it as a frigate – what was her name?

The correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is August 10, 2002. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our September edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 89

Name .....

Address .....

.....

.....

My answer .....

Superb result for Stafford

A DOGGED campaign by Black Country groups and organisations – including **Stafford** RNA and the Stafford Sea Cadet unit TS Superb – has finally succeeded with the news that the submarine HMS Superb is to be granted the freedom of the Borough of Stafford.

Stafford RNA Standard Bearer Stuart Turner, who led the most recent campaign, said: "On many occasions it has looked as though the honour would be granted, yet the final vote always ended in defeat.

"Back in 1984, it went as far as inviting a senior Admiral to take the salute at the ceremonial march-past, only to have it cancelled at the last minute.

"But we were determined to carry on the fight for recognition for the Superb."

This time the initiative gained momentum as groups including the RNA, the Royal British Legion and the Sea Cadets were joined by others – and this time they received significant support from the Mayor of Stafford, Cllr Doug Davis.

"It's a marvellous result," said Mr Turner. "As a result of everyone's combined efforts, the vote has at last been positive and HMS Superb will finally receive the honour it so richly deserves."

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Moneywise

Enquiries boom at Bristol

BUSINESS is booming for NAAFI Financial at Abbeywood, with the level of enquiries from Services personnel and MOD staff rocketing.

A lot of these enquiries centre around mortgages and investments, so NAAFI Financial have teamed up with local market-leaders Hargreaves Lansdown.

This partnership means that NAAFI Financial will now offer an extended range of financial services and products including investment advice and mortgages.

Hargreaves Lansdown is one of the largest independent investment specialists in the UK, and offers market information and advice on a number of financial products.

The Managing Director of NAAFI Financial, Al Voice, said: "Abbey Wood's location can sometimes make it difficult for people working there to sort out their financial and insurance affairs during the week.

"With this in mind, we decided a partnership with Hargreaves Lansdown, who have the expertise and reputation in the specialist field of investments, would be perfect to meet the needs of anyone working in Abbey Wood and would complement our own portfolio."

Hargreaves Lansdown's Michael Roach added: "We are delighted to be working in partnership with NAAFI Financial to provide complementary services to all MOD staff within the Abbey Wood complex."

These additional products include: home, motor, personal accident and life insurance, travel insurance, foreign exchange, tax-free savings and new car sales.

Tax refund claims add to £60,000

NAAFI Financial have helped 2,700 of their customers make claims for refunds for Insurance Premium Tax (IPT).

In February this year, Customs and Excise ruled that Forces personnel serving overseas were not liable for IPT on motor, kit, contents and travel insurance.

The average refunds paid out so far have been £59 for NAAFI Financial motor insurance and £30 for non-motor policies, making a grand total of £60,000.

NAAFI Financial says that the refunds work out at approximately 10 per cent of a year's average motor premium, so it is worth filling in the form.

If not for yourself consider doing it for the sake of others, as it is possible to donate any refund directly to the Royal Navy Benevolent Fund.

There is a specific form available that has been established by Customs and Excise and Norwich Union, NAAFI's insurance provider, to ensure claimants obtain their refund.

Claims can vary from as little as £15 to £150, depending on the products involved and the duration of any overseas posting.

But the clock is ticking – the completed form must be with Norwich Union by November 1!

For more information on NAAFI Financial's products visit the local branches or their website: www.naafi-financial.com

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● PO Diver 'Si' Marston explains the role of minehunter HMS Blyth to children from Bebside Middle School

Blyth locals head home

SHE'S only a small ship, it's only a small town, but when the mine countermeasures vessel HMS Blyth visited her namesake affiliation, three of the ship's company had a chance to enjoy the pleasures of home.

The latest visit to her hometown port of Blyth in Northumberland allowed the ship's company a well-deserved break after a busy period of operational sea training.

The majority of the 38-strong crew of the Faslane-based MCMV hail from north of the border, however on board there are three locals from Blyth and the surrounding area.

LOM(MW) Andrew 'Simmo' Simpson plays an active role in the community's fortunes, serving as a lifeboatman in the town when his shore-leave allows.

MEM 'Hindy' Hindmoor is an ex-pupil of Bebside Middle School in Blyth, which has since become the ship's affiliated school.

A party of 30 children were welcomed on board for a guided tour of the Sandown-class MCMV.

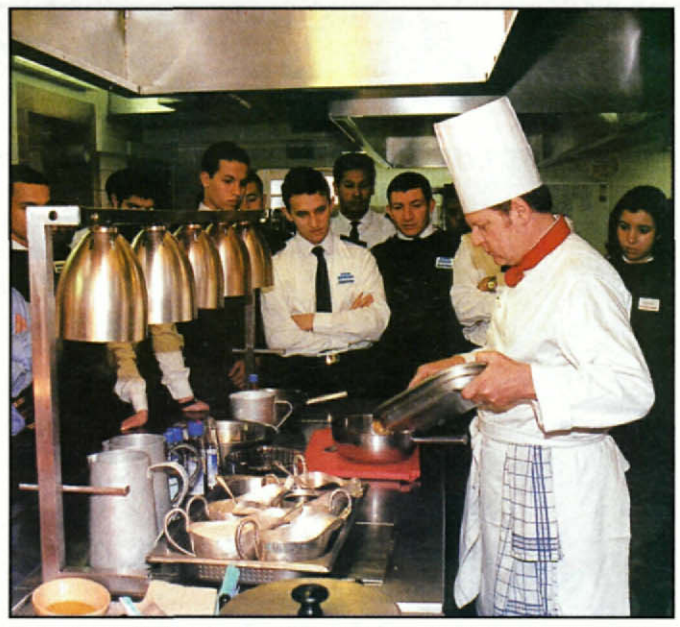
Three lucky youngsters enjoyed a specially-prepared lunch on board.

These three were the winners of a competition run with the school to come up with suggestions for a motto for the recently-commissioned ship.

Finally S/Lt Anya Shepherd is from nearby Morpeth, and is going through Specialist Fleet Time training on HMS Blyth. Her family visited her to get a glimpse of her life at sea.

Despite the after-effects of the north-east's famous nightlife, MEM 'Foggy' Foggon bravely entered the Blyth Valley Athletics Club Annual 10 mile road race.

Through his hard work, he raised £500 from his shipmates for the local RNLI.



● A glimpse in the busy galley at Britannia Royal Naval College

Lessons at a quick pace at BRNC

LEARNING at Work Day at Britannia Royal Naval College offered a packed programme for Service, civilian, contractor or students.

Over six dozen utterly uncoordinated volunteers were put through their paces on the parade ground before being given the chance to abseil over the parade walls by the Leadership department.

Culture vultures were given tours on the history of the College and the extensive maritime art collection.

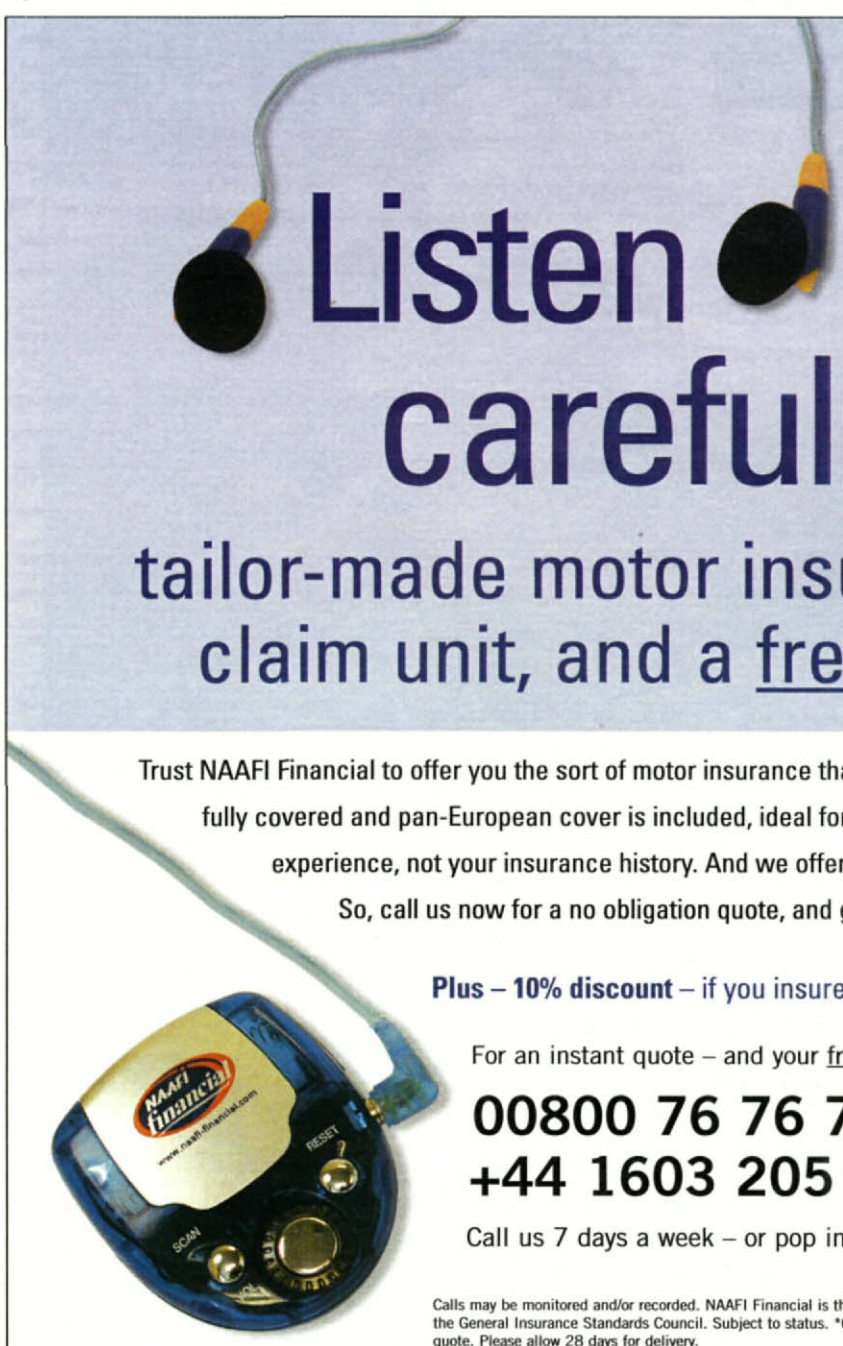
Down on the river there were lessons on how to get safely afloat and yachting. The galley offered lessons in Chinese cookery, and how to mix the perfect cocktail.

Even tuition in weather forecasting was up for grabs to keen students of the skies.

■ Nineteen officer cadets from BRNC got a taste of life on board the German Navy's sail training ship, the Gorch Fock.

After an intensive two-week training period, the crew set off for a seven-day voyage from Kiel in Germany to Bergen, Norway, via the Great Belt Bridge and the Skaggerak.

Despite the testing conditions in the North Sea, the cadets returned to England with many fond memories of a fantastic experience.



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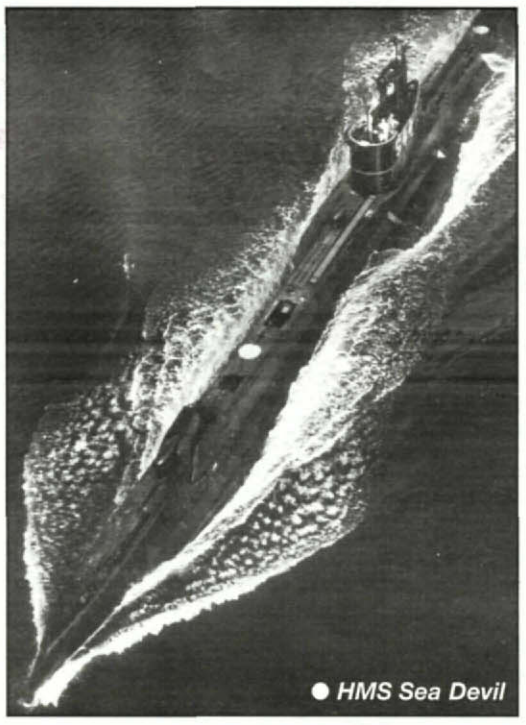
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● HMS Sea Devil

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the July headlines of past decades...

40 years ago

After an eight-year spell in the Mediterranean, S-class submarine HMS Sea Devil returned to Gosport to pay off before disposal.

Sea Devil was commissioned in April 1945 and just missed the action of World War II. She was in Malta on her way to the Far East when Victory over Japan was declared.

Nine years later, the submarine was to return to Malta in April 1954, where she was then based for the next eight years.

This period meant she had served the longest unbroken spell in the Mediterranean service of any British warship, and her crest of a devil's head breathing fire could be spied in almost every Mediterranean port.

S-class submarines performed sterling service in the Mediterranean during World War II, but the demise of Sea Devil meant that only one of these distinctive boats with open conning-tower was still in service.

Her name became well-known around the Mediterranean, but she was the first – and so far the only – British warship to bear the name.

30 years ago

Six cast members of the BBC's 'Navy Lark' pitched up to take charge of HMS London and Renown at the Venice Boat Show Afloat in London.

Sadly they weren't given charge of the real things, but two 60ft barges – the first two members of the Royal Navy's Canal Barge Fleet – which bore a striking, if scaled-down, resemblance to the County class guided missile destroyer and the Polaris submarine.

Four mini-ships were built to represent contemporary naval vessels which could then be toured around British cities and towns with inland waterways where the real item could never reach.

The third and fourth barges, representing a Leander class frigate and new Type 42 destroyer, were still being built at the time, and were expected to join their Canal Barge fleet later in the year.

'Navy Lark' and real ex-Navy veteran Jon Pertwee also stopped by to visit the Navy's miniature exhibition fleet.

20 years ago

The paper was full with the triumphant return of the British fleet from the Falklands War.

The front page led with a tribute to everyone who served in the conflict from the Admiralty Board who commended the "qualities of skill, fortitude and bravery which have won the admiration of the whole nation".

Under the headline "Sea Harriers repay faith", the key role of the British Harriers was hailed as one of the great successes of the South Atlantic conflict.

The inside pages contained an outline on the role and action of many of the Task Force ships over the preceding weeks.

It also includes a message from one ship that told it was heartened to hear of the efforts to keep families informed and supported through such a difficult time.

"This knowledge, coupled with the remarkable level of support in the whole country for our presence here, makes life 8,000 miles from home a great deal easier than it would otherwise be."

Queen's Birthday Honours

Royal Navy – Queen's Birthday Honours List 2002

GCB – Admiral Sir Nigel Essenhigh KCB ADC

CB – Vice Admiral Peter A. Dunt, Major General Anthony A. Milton RM

CBE – Cdre Simon R.J. Goodall ADC, Major General David Wilson RM

OBE – Col David A. Capewell RM, Cdr (A/Capt) Malcolm A. Cornberg, Cdr Bernard J. Davis, Capt Peter G. Hurford, Col Paul A. Jobbins RD* ADC RMR, Capt Frank Reed OStJ, Cdr Robert E. Williams

MBE – LRO(G) Neil P. Baird, WO(SA) Jonathan M. Barr, Lt Neville A. Bryce, Lt Cdr Martin J. Buckley, WOWEA Michael J. George, Maj (A/Lt Col Mark N. Gray RM, Col Sgt (A/WO2) William C.L. Hallam RM, WOMEA(M) Kenneth Keeling, CPOWEA Trevor McGrath, Lt Cdr Phillip K. Matthews RNR (SCC), Lt Cdr Nicholas Murphy, Lt Cdr Paul H. Newman, WO(R) Barrie J. Sandilands, CPOC(S) James Shields, Lt Cdr (A/Cdr) Derek B. Turner, Lt Cdr Graham J. Wilson, CCAEA Neil D. Wright

RRC – Cdr Dawn E. Kenney RD, QARNNS Reserve

QVRM – Cdr Judith H. Swann RD* RNR

MVO – Lt Cdr W.N. Entwisle, Lt Col R.A. Waterer OBE RM

Deaths

Lt Cdr Stephen C. Hawley. Marine Engineering Instructor at HMS Sultan. Ships include: Exeter, Illustrious and Beaver. Received a NATO medal. Aged 31, May 19.

Marine Nathan Ratcliffe. 42 Cdo RM. May 3.

Marine Martin Gordon 'Fish' Blackley. 45 Cdo RM and British Biathlon team. May 22.

Lt R.P. Skidmore. HMS Richmond. June 12.

Lt J. Lewis. HMS Richmond. June 12.

Cdr C.J.W. Simpson DSC. Polar explorer. Joined RN at age 13 in 1924. Served in HM Ships Revenge, Nelson and Hood. Retired to civilian life in early 1930s before being recalled in 1939, when he specialised in anti-submarine warfare. On board Medway when sunk by U-boat in 1942. Served in destroyers on convoy and patrol in the North Sea and North Atlantic, and awarded DSC in 1945. Joined HMS Osprey in 1945, then 1Lt RN School of Communications and Weapons Engineering at HMS Collingwood. Subsequently promoted to commander and appointed to King George V. Planned and lead tri-Service British North Greenland Expedition of 1952-54, adding to knowledge of the geology and glaciology of the Arctic. Received Polar Medal in 1955 for leadership of the expedition and awarded CBE in 1956. Retired from RN for the second time in 1961. Aged 90, May 9.

Sir Cecil Burney, Bt. Successful businessman and one of the last white MPs in the Zambian parliament. Joined RN in 1942, served as radar officer and saw action in Russian convoys. Present at the surrender of the German Atlantic U-boat fleet at Loch Eriboll. Inventor of the Paravane, a steel skirt that floated around ships to deflect mines and cut their mooring cables. Aged 79.

Lt George B. Honour DSC. World War II submariner. Member of elite midget submarine force in X23 that guided the invasion fleet in for Normandy landings. After three days in the Normandy area – 64 hours of that time submerged – X23 acted as a navigation marker off Sword beach with an 18ft high beacon built on the tiny four-man submarine in rough seas. Awarded DSC for his efforts. Submariners Association, Poole and District Branch. Served in X Craft: X4, X23. Aged 83, May 16.

Sir Edward 'Teddy' Jackson. Diplomat, particular recognition for roles as Ambassador to Cuba (1975-79), Ambassador to Belgium (1982-85). Commissioned in RNVR aged 18. Escorted convoys in the Atlantics before being posted to Far East and returning Chinese river boats to their home country. Left Service in 1946 as sub-lieutenant before joined the Foreign Service and beginning diplomatic career. Aged 76, May 8.

Lt Cdr Martin Ewers. Left RN as instructor at HMS Raleigh. Aged 48 on 19 May on holiday in Malta.

Ron Hayward. Served 1943-47. Ships include HMS Holmes, on which he was a gun layer, was involved with Mulberry Harbour and Russian convoys. Aged 75, May 9.

Robert 'Bob' Smith. Chef. HMS Comus Comrades. Ships include: Implacable and Sirius. Aged 70, May 12.

Derek 'Sandie' Shaw. CPO(S)(SM). Joined 1964-89. Aged 53, April 29.

John Burnip. PO(S). Served 1939-53 in Nelson, Victory and submarines. Received Malta medal for protecting smaller ships on Malta convoys. Aged 82, April 30.

J. 'Ken' Darbyshire. AB. Ships include HM Submarines L26, Sturgeon and Thrasher. Submariners Association Australia Branch. Aged 77, May 7.

Edward George Shirley. AB S/T. HMS Aurora Association. Served in Aurora 1938-42. Aged 91, April.

Lt Cdr W.J. 'Jimmy' Williams RD RNR. Royal Naval Patrol Service Association, Fleetwood Branch, founder member and chairman for many years. May 4.

Fred C. Albuery. Algerines Association. Ships include Aries. March 19.

Thomas Gamble. Algerines Association. Ships include Pelorus. March 26.

Vincent Carey DSM. Algerines Association. Ships include Lightfoot, Mariner. April 1.

C.C. McDonald. Algerines Association. Ships include Spanker. April 4.

Peter J. Watts. Algerines Association. Ships include Onyx. April 24.

Tom Gentle. Algerines Association. Ships include Welcome. April 27.

John Henry Albury. Algerines Association. Ships include Friendship.

Peter Stacey. AB. HMS Belfast Association. Served in ship 1950-52 in Korea. May 14.

Jack Marman. RM. HMS Belfast Association, previous chairman. Served in ship 1939 and 1942-44. May 21.

Cdr I.A. Beattie. HMS Morecambe Bay Association. First lieutenant 1953-54, brought ships back to UK from Far East via Panama Canal, following service in Korea and Malysia. May 5.

Peter Garner. AB. HMS Morecambe Bay Association. Served 1953-54. April 12.

Edward 'Taff' Davies. Aircraft Handler, 1961-70. Aircraft Handlers Association. May 20.

Rex Edward Huggins. AB. Served 1939-46. Ships include: Verity, Spragge and Middleton. Russian Convoy Association and landlord of White Hart Hotel, Littlehampton. Aged 83, May 27.

Lt Cdr Vincent Carey DSM. Joined as Artificer, 1939. 30 years service as an engineer, including WWII in Mediterranean, Atlantic and Far East. Ships and establishments include: Pembroke, Naiad (Crete and sinking), Royal Sovereign, Valiant (Anzio and Salerno landings), Mariner (D-Day landings), Lightfoot (DSM awarded for minesweeping duties), Uplifter, Glasgow, Keppel, HMY Britannia, Gurkha, Sultan and Terror. Retired to work for Vosper Thornycroft and Hamworthy Engineering. Naiad and Algerines Association. Aged 82, April 1.

George 'Smiler' Hadfield. PO. 1st Class Diver. Ships include: Illustrious, Trinidad, Defiance, Imperial and many others. Russian convoys. Attached to RN for 22 years. Aged 86, December.

Ken Darbyshire. AB. Submariners Association, Australia Branch. Served in submarines: Sturgeon, L26, Thrasher. Aged 77.

Harry Hall. Mech. Submariners Association, Gosport Branch. Served in submarines: 1956-63, Scorcher, Telemachus, Andrew, Aurochs, Trespasser, Turpin, Artemis. Aged 68.

John 'Jack' Carter. AB. Served 1941-46. Ships include: Ramillies, Nelson, Howe. Aged 79, January 5.

Alex Ball. Ord/Sig HO rating. Served LCTs and elsewhere. Aged 92, May 5.

Geoffrey 'Flash' Gordon. Fleet Chief Sparker. Served 27 years. Remembered by Eagle Communicators. Emigrated to Virginia, USA. Aged 65, March 26.

ASSOCIATION OF RN OFFICERS

Lt Cdr L.W.A. Barrington. Served: Illustrious, Grebe, Donibristle, Indomitable, Royal Arthur, Montclare and RN Air Stations Hal Far (Malta), Fife, Yeovilton, Lee-on-Solent and Eglinton.

Second Officer B.M. Brownell Drabble WRNS.

Lt A.M. Ewers. Served: Raleigh, London, Beaver, Brave, Tamar, Campbeltown, RN Air Stations Yeovilton, Prestwick and RN Base Gibraltar.

Lt Cdr J.L. Foster. Served: Roebuck, Forth, Vengeance, Vanguard, Queen Elizabeth and Ceylon.

Lt S.C. Hawley. Served: Sultan and RN Hospital Haslar.

Nursing Sister M.J. Marshall QARNNS.

Lt Cdr D. Mason. Served: Shackleton, Verulam, Striker, Reclaim, Laymoor, Eagle, Flintham and Cochrane.

Lt Cdr S.C. Minett. Served: Boxer, Apollo, Flatholm, Cochrane, Mercury.

Lt Cdr D.A. Vaughan. Served: Sanderling, Albion, Goldcrest, Fisgard, Fulmar, Saker, Sultan and Daedalus.

Cdr R.A.H. Vaughan-Cox. Served: St Angelo, President, Condor, Girdle Ness, Daedalus, Victory and NATO.

Cdr J.L. Walker. Served: Howe, Golden Hind, Glory, President, Merlin and Neptune.

ROYAL NAVAL ASSOCIATION

George Lane. PO. Ipswich. Ships include HMS Aisne, 1953-55. March 30.

Denis Henry Ellis. AB. Horley. Served 1943-47, WWII Convoy duties. Aged 77.

H.R.L. Barrett. Artificer. Princes Risborough, president, former chairman, founder member. Chairman of the Royal British Legion. Served 1940-54. Ships include Drake, Ferret, Beachy Head, Pembroke, Suffolk, Swiftsure, Whimbel, Abercrombie, Woodstock, Savage, Lord Killport, Forth. Aged 77.

Graham Matthias. LS Gunnery Branch. Llanelli, founder member. Served 1940-46 in Medway Queen at Dunkirk, Caradoc, Despatch, Farndale and Melbreak. Aged 81, April 29.

Cameron McDonald. Chief ERA. Weston super Mare. Served 1938-48. Aged 83.

Arthur Charles Carter. AB. Weston super Mare. Served 1935-47, enrolled Royal Fleet Reserve 1950-55. Aged 86.

Fred Greaves. Cardiff. Ships include Grebe, Medway, Peony and Sikh. Aged 81

Clive McCreadie. Cardiff. Ships include: Ocean, Adamant, Bargarole, Eagle and Eastbourne. Aged 69.

Cdr R.J. Record. Worthing, life president. Served: Triumph, President, Blackcap, Ariel, Ceylon, Euryalus, Victory and Seahawk. May 14.

Captain A.J.W. 'Buster' Bale. Scarborough and Captain of RNPSA Scarborough. 35 years in RN and a pilot instructor. Aged 71, May 19.

Sheila Pryce. Wren. Scarborough, committee member. Aged 73, May 22.

Walter Haffenden. Leading Stoker (Eng. writer). Bexhill-on-Sea. Served 1939-46, ships include Orion, Lucia and Dullisk Cove. Orion Association.

George F.J. Hammond. AB. Seaford. Served 1943-47 in the Far East in HMS Nubian. Aged 75, May 15.

Cyril Morgan. Caerphilly, founder member and first secretary.

Frank King DSM. Chief ERA. Cwmbran. Served 1938-50. Boats include: Clyde, Cachalot (survivor), H50, Turpin, Venturer (awarded DSM on patrol off Norway), Sirdar (ex P226) and Tantivy. POW Italy, September 1941–March 1943. President Gwent ex POW Association. After Red Cross exchange of POWs, arrived at FAA base near Alexandria, while awaiting transport to UK, volunteered duties as a gunner in Fairey Swordfish flights over Egypt. Aged 89, May 7.

Lawrence Dixon. CPO. Epsom. Served 1938-63. Ships include: Mauritius, Dido, Aisne, Kenya and Diamond. Also served in Korea. Member of Kenya Association, Korean Vets. Aged 78, June 5.

William 'Bill' Evans. Mexborough, secretary. Served in HMS Protector, Illustrious and in Korea.

Samuel Ernest King. AA2. Basildon. Served 1941-45. Ships include: Royal Arthur, Whitshed and Tay. Aged 79, June 1.

Promotions to Commander RN and Lieutenant Colonel RM

Selections for promotion to Commander Royal Navy and Lieutenant Colonel Royal Marines to date 30 Jun 03.

WARFARE BRANCH

Lt Cdr S.R. Aiken; Lt Cdr N.G. Amphlett; Lt Cdr A.M. Aspden; Lt Cdr D.B. Axon; Lt Cdr M.J.D. Beardall; Lt Cdr A. Betton; Lt Cdr M.P. Briers; Lt Cdr W.C. Brown; Lt Cdr T.I. Chrishop; Lt Cdr A.L. Coles; Lt Cdr A.S. Corbett; A/Cdr G.C. Corner; Lt Cdr J.G. Cunningham; Lt Cdr C.L. Dyke; Lt Cdr D.G. Fields; Lt Cdr S.J.A. Gurmin; A/Cdr R.L. Hall; Lt Cdr R.M.M.J. Harvey; Lt Cdr M.A.J. Hawkins; Lt Cdr N.E. Hinch; Lt Cdr S. Holt; Lt Cdr G.B. Hutchison; Lt Cdr T.A. Johnston; Lt Cdr M.V. Leaning; Lt Cdr C.D. Lightfoot; Lt Cdr D.G. Mahony; Lt Cdr B.R. Meakin; Lt Cdr S.J. Murray; Lt Cdr M.I. Newland; Lt Cdr J.H.T. Nisbet; Lt Cdr J.P. Penreath; Lt Cdr S. Powell; Lt Cdr M.G. Robertson; Lt Cdr D.P. Salisbury; Lt Cdr J.A. Scott; Lt Cdr P.K. Shawcross; Lt Cdr D.A. Sherriff; Lt Cdr M.R.K. Smith; Lt Cdr A. Stangroom; Lt Cdr D.V. Stanton; Lt Cdr L.A. Suddes; Lt Cdr M.R. Titcomb; Lt Cdr A.K. Waddington; Lt Cdr A.J. Webb; Lt Cdr J.A.P. White

ENGINEERING BRANCH

Lt Cdr P. Adams; Lt Cdr N.T. Blackman; Lt Cdr B.L. Burlingham; Lt Cdr I.D. Clark; Lt Cdr M.G. Claxton; Lt Cdr M.D. Cochrane; Lt Cdr B.C. Cran; Lt Cdr A. Cropley; Lt Cdr P.G.J. Dailey; Lt Cdr A.J. Dustan; Lt Cdr M.A. Fieldsend; Lt Cdr P.D. Gilbert; Lt Cdr D.W.S. Graham; Lt Cdr D.P.S. Green; Lt Cdr D.M. Harding; Lt Cdr G.W. Jenkins; Lt Cdr I.J.A. Kennedy; Lt Cdr J.P. Kirkup; Lt Cdr R.E.T. Kissane; Lt Cdr P.J. Knight; Lt Cdr P.R. Knight; Lt Cdr P.G. Metcalfe; A/Cdr A.R. Munns; Lt Cdr S. Peacock; Lt Cdr S.R. Petitt; Lt Cdr M.A. Pomeroy; Lt Cdr R.D. Randall; Lt Cdr S.D. Roberts; Lt Cdr T.J. Roberts; Lt Cdr M.L. Rowse; Lt Cdr J.A. Salter; Lt Cdr C.J. Saxby; Lt Cdr K.A. Smith; Lt Cdr J.N. Stewart; Lt Cdr M.D. Sumner; Lt Cdr I.D. Upton; Lt Cdr J.M. Wyatt

SUPPLY BRANCH

Lt Cdr K.M. Aitken; Lt Cdr M.R. Burningham; Lt Cdr S.E.J. David; Lt Cdr M.T. Flynn; A/Cdr R.K.J. Hill; Lt Cdr R.P. Hollins; Lt Cdr K.C. Hood; Lt Cdr C.J.B. Jewitt; Lt Cdr A.J. Kyte; A/Cdr A.N. Straw; Lt Cdr S.J. Taylor; Lt Cdr N.W. Trump; Lt Cdr G.L. Wintle

ROYAL MARINES

Major S.M. Birrell; Major T.N. Daniels; Major D.A. Dewar; Major S.J. Francis; Major M.J. Holmes; Major R.A. Magowan; Major I.M. O'Donnell; Major R.J. Pulvertaft; Major R.J. Stephens; Major P.G.D. Taylor; Major C.D.B. Thorpe; Major D.W.H. Wilson

MEDICAL BRANCH

Surg Lt Cdr D.G.S. Blair; Surg Lt Cdr N.G. Fisher; Surg Lt Cdr C.J. Hand; Surg Lt Cdr A.J. Mellor; Surg Lt Cdr R. Miles; Surg Lt Cdr S.R.C. Smith; Surg Lt Cdr S.J. Tanser; Surg Lt Cdr M.C.G. Terry; Surg Lt Cdr D.P. Whitehouse

DENTAL BRANCH

Surg Lt Cdr (D) N.R. Turnbull

MEDICAL SERVICES BRANCH

Lt Cdr C.J. Lloyd

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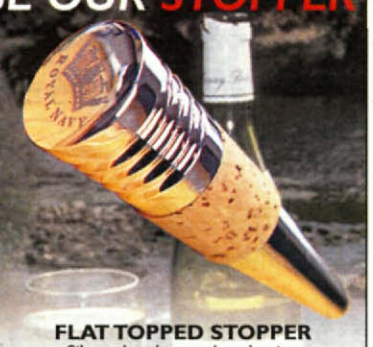
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Appointments

Rear Admiral P.A. Dunt to be promoted Vice Admiral and to be Chief Executive Defence Estate Agency on 30 Apr 02.

Rear Admiral M. Stanhope to be promoted Vice Admiral and to be Deputy Commander-in-Chief Fleet and Chief Naval Warfare Officer on 9 Jul 02.

Lt Cdr K.R. Mathieson to 824 Squadron, RNAS Culdrose, as CO on 13 Sep 02.

Lt Cdr A.D. Radakin to HMS Norfolk as CO on 28 Aug 02.

Lt Cdr M.J. Wainhouse to HMS Nottingham as CO on 30 Aug 02.

Lt Cdr M.A. Williams to Lynx OEU, RNAS Yeovilton, as CO on 18 Oct 02.

Cdre J.B.A. Musters to be Admiralty Governor of the RNBT on 14 May 02.

Cdr G.A. Mackay to HMS Sutherland as CO on 22 Oct 02.

Lt Cdr B.R. Meakin to 849 Squadron B Flight, HMS Ark Royal, as CO on 2 Nov 02.

Lt Cdr N.B.J. Washer to HMS Atherstone as CO on 9 Aug 02.

Lt J.F. Blacklock to HMS Bridport as CO on 19 Apr 02.

Lt P.G. Butterworth to HMS Blazer as CO on 1 Oct 02.

Lt S.G. Capes to HMS Dulverton as CO on 20 May 02.

Lt P.J.E. Tilden to HMS Trumpeter as CO on 1 Oct 02.

Swap drafts

LCH Donaldson. Contact and draft: HMS Chatham, 3G Mess. Will swap for: any Devonport-based ship, deploying or not.

LCH Long. Contact and draft: HMS Chatham, 3G Mess. Will swap for: any Devonport-based ship, deploying or not.

OM(C)1 C.J. Prentice. Contact and draft: HMS Glasgow. Will swap for: any Portsmouth-based ship or draft.

LOM(EW) Burns. Contact and draft: HMS Northumberland, 53690. Will swap for: any Portsmouth-based ship.

LAEM(M) Winterton. Contact: 771 Squadron, Culdrose ext 2631. Draft: HMS Ark Royal, 6 Jan 03. Will swap for: any Culdrose or Yeovilton front-line draft.

CH1 M.J. Newbrook. Contact: HMS Exeter. Draft: JSU Northwood, 12 Sep 02. Will swap for: any Portsmouth shore base.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service – sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.

Submissions for the next edition of *Navy News* must be received before: July 10

Education

Rookesbury Park's choristers retain their music festival title

Rookesbury Park School's Chamber Choir has won the Taylor Cup for the second year running at the Fareham Music Festival.

In the 'Schools Choirs and Youth Choirs' class at the festival, Rookesbury Park Chamber Choir showed their versatility and wide-ranging talents by performing four songs ranging from the complex *Slavonska Poskocika* to the more traditional *Steal Away*.

Brilliantly choreographed gestures accompanied the choir's final piece, Lullaby in Birdland.

Rookesbury's Head of Nursery, Mrs Elaine Hamper, was both the choir's conductor and choreographer, and piano accompaniment was by Mr Mac Brown, head of music at the co-educational preparatory school.

"This is a very promising choir that looks good as well as sounds good on a stage," wrote Jeffrey Wynn Davies, the adjudicator, who awarded the choir a distinction for their performance.

"We have only entered the Fareham Festival for the past two years, and having twice won the cup gives us a reputation to maintain," believes Mr Mac Brown.

"The choir is enthusiastic, hard-working and well-disciplined, which makes the weekly rehearsals immensely enjoyable for us all."

As soon as children enter Rookesbury Park at the age of three, they start their singing and musical education, which includes singing in infant and junior choirs.

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● ***The Rookesbury Park Chamber Choir with their trophy at the Fareham Music Festival***



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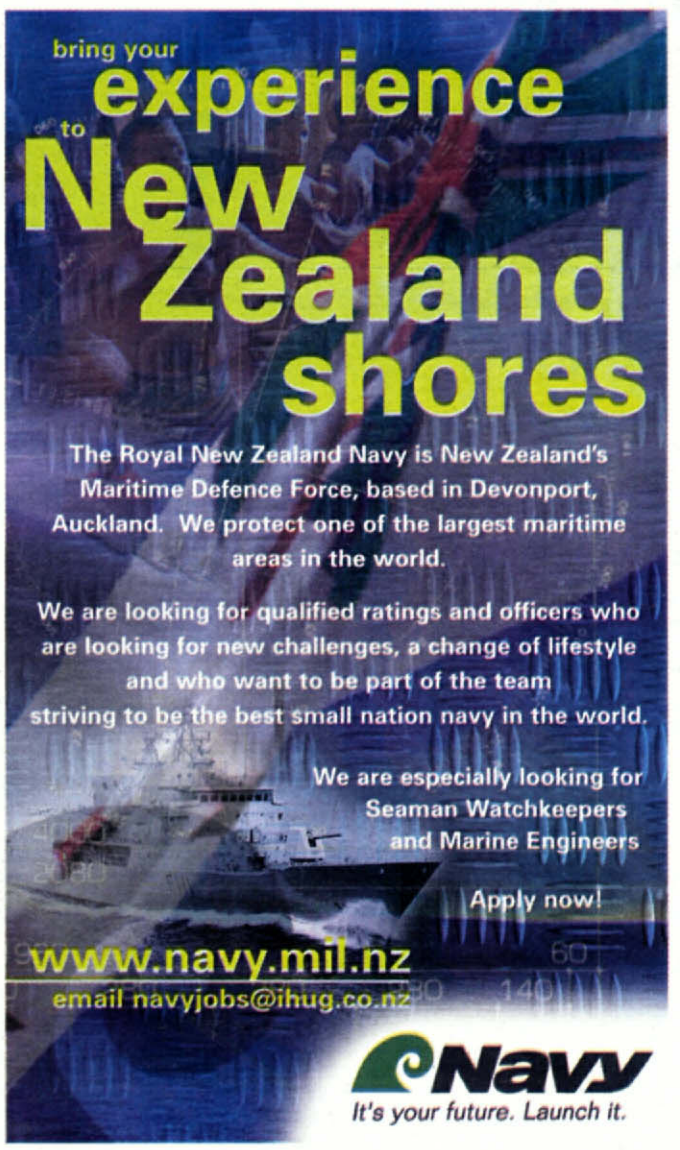
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Sea Cadets

THOSE WERE THE DAYS!

FOLLOWING our request for pictures of Sea Cadets of yore, two of the oldest ones out of the attic are reproduced here.

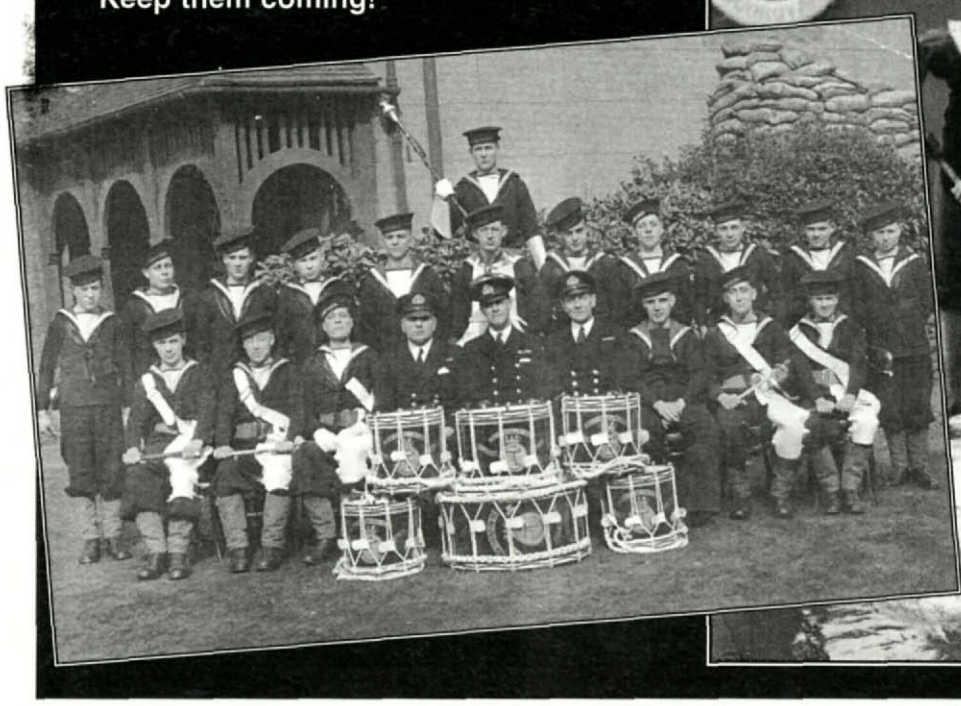
Southend unit TS Implacable was founded by B. Haskell-Thomas's father in 1937. The postcard (below) shows the band in late 1939 or early 1940 with their CO seated in the centre of the front row and his son seated on the far right – "Naturally I was at sea during most of World War II."

Seen right are cadets from various units across the UK swabbing the decks of HMS Foudroyant at Portsmouth in 1945 or 1946.

(As reported last November, the oldest British warship afloat has now been restored to her original state of 1817 undfer her original name, HMS Trincomalee).

The cadets were studying for PO rating – but George Mansfield, of Cambridge, who supplied this photo (he's on the right, holding the hose) was not allowed to take the course as he had only just been rated Leading Seaman.

Keep them coming!





PLYMOUTH NAVY DAYS

24-26th August 2002

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The first 25 correct entries received well be the winners. All winners will be notified by post. (Family tickets are for parent(s) and dependent children U16). The judges decision is final. No correspondence will be entered into.

London tribute to Boy VC Jack Cornwell

BATTLE of Jutland Boy VC Jack Cornwell was remembered at a memorial service held at Manor Park cemetery by NE London District.

AC W. Sheeon salutes his grave after laying a wreath on behalf of the Sea Cadet Corps. Cornwell died at the age of 16 of wounds sustained on board the light cruiser HMS Chester.







Berkshire strikes gold

IT WAS a golden opportunity for Berkshire Sea Cadets to shine when they entertained the Queen and the Duke of Edinburgh at the National Sports Centre, Bisham Abbey,

With field gun crew, 'button boy' and waterborne pageant, the Berkshire crew set the pace for the Golden Jubilee event and gave their Royal patron a rousing reception.

As the Queen watched cadets perform in the arena, Navy man Prince Philip made a bee-line for the sub-bus – a now familiar part of the Sea Cadets' national profile on its tours around the country.

As the Royal party departed aboard their barge, Berkshire district officer Lt Cdr Derek Login commented: "That was a day to remember for all the cadets taking part. I am proud to say they made the most of a golden opportunity."

● Berkshire cadets perform before the Queen with field gun at the National Sports Centre (above) while Prince Philip keeps an eye on the proceedings from the Sea Cadets' 'sub-bus' (inset). The Royal couple were visiting Bisham Abbey as part of their Golden Jubilee tour.

Roebuck meets Roebuck at Guz

A FIRE fighting demonstration was the highlight of a visit to the coastal survey vessel HMS Roebuck by a party of Sea Cadets from Taunton.

TS Roebuck has a long standing affiliation with its namesake unit and the Cadets were welcomed on board at Devonport Naval Base by the ship's CO, Lt Cdr Adam James.

As well as a full tour of the ship, the party also visited the Naval Base Museum.

Said TS Roebuck's PO Richard Packer: "The kids loved the day and thought it was fantastic – quite a few of them have now decided to follow a career in the Royal Navy."

HMS Roebuck is one of the RN's hydrographic survey vessels. Information obtained from the sea bed during survey operations is used by the UK's Hyrographic Office in Taunton to produce Admiralty charts for defence and commercial users.

Cool way to recruit

'So hot – we're cool'. That's the slogan for this year's Sea Cadets summer recruiting campaign – thanks to the generosity of W. H. Smith.

The high street booksellers donated a consignment of Thermos flasks to kick start the recruiting drive, and the slogan soon found favour with juniors on the campaign trail.

"The flasks with their eye-catching logo are just the job for getting into schools and giving youngsters a taste of Sea Cadet life," said Islington Unit CO Lt Cdr Bev Johns.

"They've proved really popular with our juniors – and so refreshing we're reaching the parts other drinks can't reach!"

The campaign has already received a big boost from the Sea Cadet website *www.sea-cadets.org* with more than 1,000 young cyber sailors taking the online opportunity to visit their local Sea Cadet unit and change the virtual into reality.

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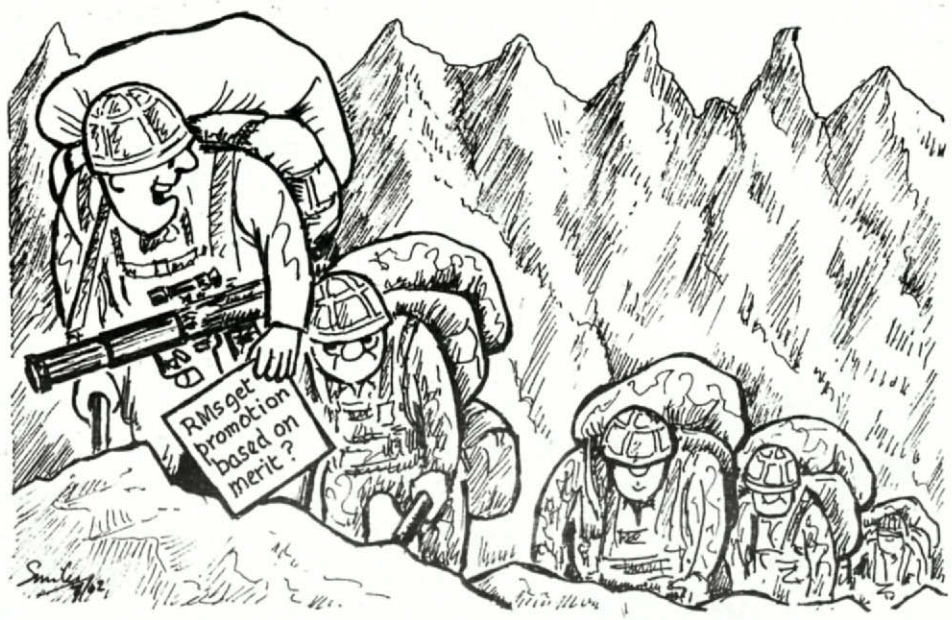
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Navy News

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'I hope it's merit-based on how many mountains we've climbed!'

Royal Marines to promote on basis of merit

THE INTRODUCTION OF MERIT-BASED PROMOTION (MBP) FOR RM OTHER RANKS (ORs) TO THE RMC

The Royal Marines Corps (RMC) currently employs a 'roster' system to promote its ORs – a similar system to that employed by the Naval Service until three or so years ago.

Today however, the Royal Navy has a purely merit-based promotion system which the RMC will adopt for the promotion of its ORs with effect from November 2002.

The difficulty with the present system is that once on the roster it is very difficult for a man to overtake others who have served longer in a given rank but who may not have performed quite as well.

MBP will enable this problem to be negated.

The concept of 'adjusted seniority' (the basis for the rosters) will cease to exist, with every man being judged on his current performance, taking into consideration his potential and his experience.

The introduction of MBP will require a culture change away from selecting individuals for command training, and towards selecting individuals for promotion once the ranks have been trained, i.e.: **SELECT** (for promotion), **TRAIN** (for employment at the higher rank) and **PROMOTE** (once rank qualified).

MBP - The Process

- Following the submission of the RORRS reports to NMA(WI), Promotion Selection Boards (PSBs) will be convened
- The ranks selected for promotion at the PSB will be placed on the Selection Notification Signal (SNS).
- The Specialisation Advisers will then prioritise onto command and SQ courses those ranks on the SNS.
- NMA(WI) will load all command courses for the next Training Year and send out a Course Loading Signal (CLS).
- If the rank is successful in both his command and SQ courses within the Training Year, he will have a substantive promotion date (called the Collective Promotion Date – CPD) of 31 March of the Training Year in which he qualified.

Key Dates

- End of the annual RORRS reporting period: 31 Aug 02.
- All reports, complete in every respect, to NMA(WI) by: 15 Sep 02.
- PSBs sit: 1 to 30 Nov 02.
- Selection Notification Signal (SNS) published: 30 Nov 02.
- Course Loading Signal (CLS) published (for TY 1 03/04): By 15 Dec 02 approx.
- CPD 31 Mar 04.

SECOND OPEN ENGAGEMENT (2OE)

With effect from 1 April 2002, 2OE replaced the system of LS4, 5 and 6 Engagements that the Corps has traditionally operated for service over 22 years.

The system of awarding 2OE remains by selection at the renamed 2OE Board, the first of which sat recently.

The differences between LS Engagements and 2OE are as follows:

- On 2OE ranks remain eligible for promotion. On LS Engagements they do not (except for the rank of Cpl).
- There is a 12 month Notice period on 2OE instead of the 6 month period on LS Engagements.
- On 2OE ranks remain fully draftable. This is the case presently with LS Engagements but is emphasised as there is a perception that this is not the case.

Ranks already serving on LS 4, 5 or 6 Engagements may transfer onto 2OE if they so wish.

Applications for 2OE will be accepted with immediate effect but no 2OE Engagements will commence before 1 January 2003.

Men selected for 2OE but whose TX date falls prior to 1 January 2003 will be awarded a short term extension of service to take them to the commencement of the 2OE term.

They will then serve the balance of their 5-year term on 2OE.

There is no requirement for ranks serving on LS Engagements to transfer to 2OE if they do not wish to do so.

All ranks considering this route should ensure that the appropriate boxes on their RORRS Record 3 Appraisal Reports are completed and that a written reference to their suitability for 2OE is included in the text of the report.

PROMOTION IN LAST TWO YEARS OF SERVICE

With effect from 31 March 2003 ranks serving on 22-year engagements will no longer be barred from selection for promotion in their last 2 years of service. Ranks presently on 22-year engagements with TX dates on or after 1 April 2003 will be eligible for promotion in their last 2 years of service. Ranks with TX dates up to and including 31 March 2003 will not be eligible.

This summer, a number of special events are being organised in South Wales and the Midlands in honour of Nelson. The Nelson historian and broadcaster Colin White *who has recently been appointed 'Director Trafalgar 200' at the National Maritime Museum, explains the background to –*

THE NELSON TOUR 2002



● ***BEST SELLER: This oil portrait of Nelson by Daniel Orme, based on a best-selling engraving he published in 1798 on the first anniversary of the Battle of Cape St Vincent, was sold at Christie's on June 19 for £4,000. "An undeniably attractive though much less familiar image of Nelson, this work can clearly be regarded as a valuable addition to the iconography of the greatest figure in British naval history."***

IN THE summer of 1802 Britain was enjoying a brief period of peace following the Treaty of Amiens. Vice Admiral Lord Nelson and his friends Sir William and Lady Hamilton decided to pay a visit to Sir William's estates at Milford Haven in south west Wales.

Originally planned as a private trip, it quickly turned into a triumphant progress, as people turned out in their thousands to cheer the 'Hero of the Nile'. Enthusiastic crowds gathered to greet Nelson – often removing the horses from his carriage to drag it through the streets – and special civic dinners and other events were held in a number of towns.

This remarkable display of affection showed how Nelson had become a popular hero to his countrymen and women.

The three friends left Merton Place, the house in Surrey that they shared, on July 21 accompanied by their servants and members of Nelson's family. They called first in Oxford where Nelson was given an Honorary Doctorate in Civil Law by the University. They then travelled west, via Gloucester, Ross-on-Wye, Monmouth, Llandovery and Carmarthen.

The journey began badly when they called on the Duke of Marlborough at Blenheim palace, just outside Oxford, only to be rudely snubbed and refused admission. Thereafter, the mood was very different: at each of their main stops there were enthusiastic crowds and hastily contrived civic ceremonies.

They finally reached Milford Haven on July 31 and stayed almost a week. There were more festivities and they inspected the new town of Milford and the many improvements that were being carried out to the port and surrounding area. They then began their journey home, this time travelling via Swansea and Newport to Monmouth, arriving there on August 18.

Knowing that they were coming, the small town had arranged a series of events culminating in a grand banquet, at which Nelson made a stirring public speech. Thanking his hosts for their hospitality and for the praise they had lavished on him, he said: "In my own person I have received an overflowing measure of the Nation's gratitude, far more than I either merited or expected; because the same success would have crowned the efforts of any other British admiral who had under his command such distinguished officers and such gallant crews."

From Monmouth, the most direct way home lay back along the route they had come, but, instead Nelson and his party now decided to prolong their journey by visiting the Midlands. So they went on to Hereford, Worcester, Birmingham and Warwick before ending their tour with a formal call on Lord Spencer, formerly the First Lord of the Admiralty, at his grand house at Althorp.

Again, wherever they went crowds gathered and special ceremonies were arranged. By the end of the tour, Nelson had been made a freeman of half a dozen towns and cities and he had repeated his Monmouth speech as many times – always to great acclaim.

It is clear from all the accounts that Nelson was perfectly relaxed amid all the excitement and was good at 'working' a crowd, always appearing natural and approachable. For example, he frequently recognised former shipmates in the crush and singled them out for personal attention.

Even making allowances for the fact that many of the formal ceremonies were organised by local officials keen to capitalise on Nelson's fame, the tour was nonetheless a remarkable demonstration of spontaneous affection. Nelson had already enjoyed the adulation of the crowds in London, and in the naval ports, but this was the first time that he had experienced at first hand how popular he was with the population at large.

The love shown towards him clearly affected him deeply. Shortly after his return, he wrote to his friend and prize agent Alexander Davison. "... the reward of general approbation and gratitude for my Services is an ample reward for all I have done."

❑ To mark the bicentenary of Nelson's journey, a series of special events has been co-ordinated by the Official Nelson Commemoration Committee at Merton (July 20), Swansea (August 1), Haverfordwest (August 2), Cardiff (August 3), Monmouth (August 23-25) and Birmingham (August 26 and September 8).

There are also to be special exhibitions at the Nelson Museum, Monmouth (from August 1) and the Museum of Worcester Porcelain (September 14 – November 30).

Full details of all these events are available on the National Maritime Museum website at www.nmm.ac.uk.

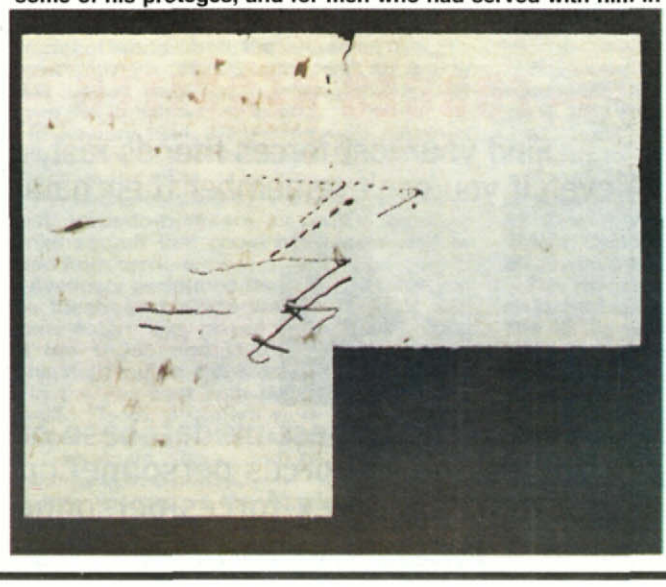
Trafalgar 'doodle' discovered

THE ONLY known hand-drawn sketch by Nelson showing the tactics he was to use at the Battle of Trafalgar has been revealed at the National Maritime Museum and put on public display there.

The find was made by Colin White during research for the Nelson Letters Project – part of the Trafalgar 200 series of initiatives leading up to the bicentenary of Trafalgar in 2005. As a result of this, many unpublished letters have been identified.

A page of notes in Nelson's handwriting, from a file of letters in the Greenwich archive from Nelson to his elder brother William, was examined by Colin, Director Trafalgar 200.

The notes take the form of a list of names and refer to promotions and other favours that Nelson was hoping to obtain for some of his proteges, and for men who had served with him in HMS Victory during the 1803-05 campaign in the Mediterranean.



However, it is the reverse of the scrap of paper that caught his attention. On it is a very rough sketch and evidence would appear strongly to suggest that it is a diagram demonstrating the tactics Nelson planned to employ in his next battle.

A few sketches by Nelson of his earlier battles have survived, but each was drawn after the event. This discovery will enable visitors to the Museum to see the only surviving detailed plan of the tactics for Nelson's most famous fight, drawn by Nelson himself.

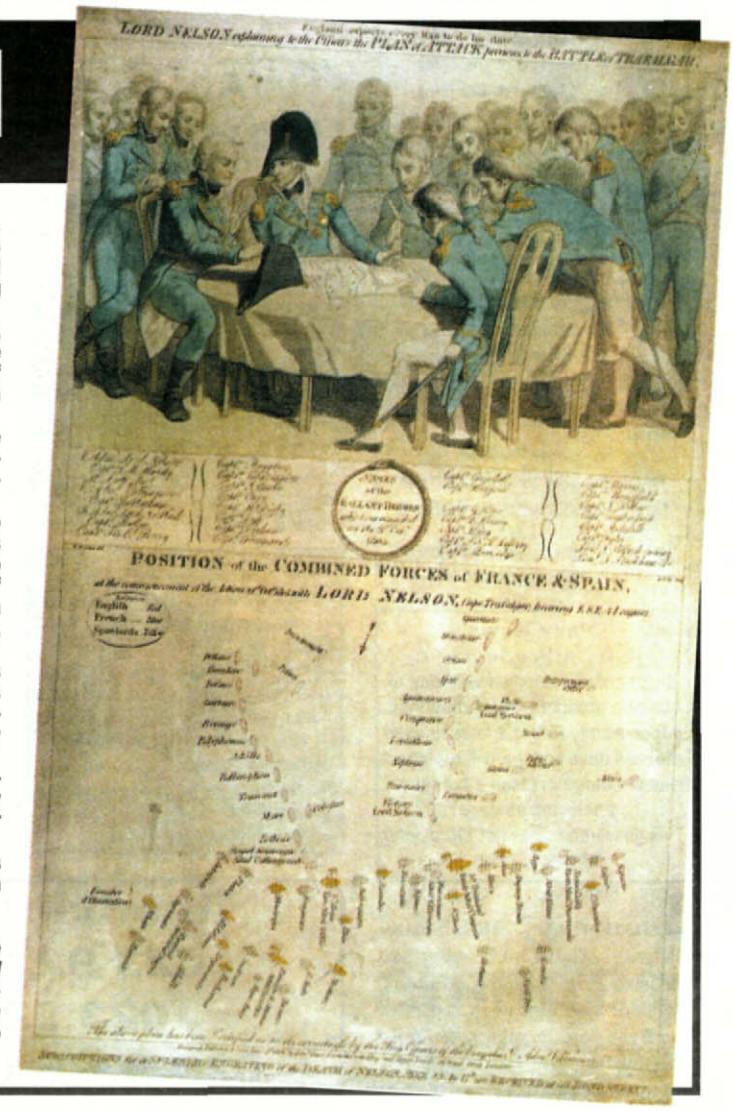
Said Colin: "This is a remarkable find. As I turned over the document I was stunned. What makes this discovery so fascinating is that it is not a finished drawing, with every line carefully worked out and accounted for.

"This is a swift doodle, drawn hurriedly by a busy man, to accompany an animated verbal description of his ideas. As such, it enables us to look briefly over Nelson's shoulder and to catch a faint echo of the excitement that, when they were told of the plan, reduced some of the dinner guests in the Victory on a late September evening in 1805 to tears, and Nelson's colleague, Captain Keats, to stunned silence."

Although the paper is undated, the juxtaposition of the names suggests that the notes must have been written in 1805 and this supposition is supported by an expert analysis of the handwriting that confirms it is similar to other documents written by Nelson in the last years of his life.

It is likely that these notes were jotted down as an aide memoire, prior to one of Nelson's frequent meetings at the Admiralty or Navy Board during his period of leave in August/September 1805.

The full story of the discovery of Nelson's 1805 Battle Plan is available online on the Museum's Journal for Maritime Research (JMR) @ www.jmr.nmm.ac.uk



● *BATTLE PLAN: Trafalgar sketched out in advance on the back of a letter from Nelson to his brother William (left) and (right) "It was like an electric shock" – Nelson explains his tactics to his excited captains in the great cabin of HMS Victory on September 29 1805. From a watercolour by Daniel Orme – who also painted the portrait of Nelson shown above*

Miscellaneous

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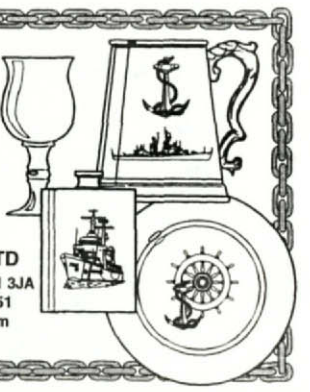


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Confusion led to the destruction of ill-fated PQ17



PQ17 WAS a victim of confusion, uncertainty and ambition by friend and foe. As a result, 153 seamen died, and more than 20 ships – representing almost 100,000 tons of cargo, more than 400 tanks, 210 aircraft and 3,300 other vehicles – were sent to the icy depths of the Arctic seas.

The doomed eastbound convoy – those travelling to Russia were prefixed PQ, those travelling west were QPs – gathered in the Icelandic port of Hvalfiord in late June 1942, the crews apprehensive but reassured by the promise of considerable escort force.

These were to include a close escort of six destroyers, four corvettes, three minesweepers, four armed trawlers and two ack-ack ships.

But the convoy was also to be screened by a force of four heavy cruisers – HMS London, HMS Norfolk, USS Tuscaloosa and USS Wichita – and three further covering destroyers.

And standing well off, spoiling for a fight, was a large part of Admiral Tovey's Home Fleet, including the aircraft carrier HMS Victorious, battleships HMS Duke of York and USS Washington, two cruisers and eight destroyers.

This collection of major warships was not directly charged with protecting the convoy – instead, they were waiting for a sniff of the German battlegroup based on the battleship Tirpitz.

Tirpitz and her consorts slipped up the Norwegian coast from where she and her consorts could wreak havoc on a a convoy – or break out into the Atlantic to prowl with greater freedom.

Fears over what the mighty Tirpitz could do went to the highest levels of the wartime government, and she was seen as a crucial factor in the war at sea.

Sinking her would be a major victory to the Allies – and Hitler was also aware of the consequences of such an action.

So Tirpitz had to be protected, and used sparingly when there was even the remotest of threats – and the threat provided by an Allied carrier was far from remote.

As PQ17 chugged eastwards, with one ship already out of the group because of an accident on leaving Iceland, the cat-and-mouse manoeuvres between the two groups of heavy warships and their controllers began, egged on by the political strictures of Washington, London and Moscow, who needed to see weapons, equipment and supplies flowing to the Red Army.

RAF reconnaissance flights over the berth of the Tirpitz reported that through breaks in the cloud they could see that their quarry had sailed, but their exact position was unknown.

This information rang alarm bells in the Admiralty, and as a result the Allied fleet was put on alert for a major engagement.

Meanwhile, German reconnaissance flights were giving the German hierarchy an equally incomplete picture; reports of a task group complete with carrier sowed the seeds of doubt, and other reports from German U-boats which were beginning to shadow Convoy PQ17 told of carrier-borne aircraft in the vicinity – a mistake possible caused by the sighting of a cruiser's Walrus.

At that point safety became paramount – the safety of the Tirpitz, the safety of the Allied cruiser and destroyer force as a vital element of the proposed action – and on the orders of First Sea Lord Admiral of the Fleet Sir Dudley Pound, PQ17 was ordered to scatter and make their own way to the safety of a Russian port.

It is widely believed that Pound's decision – a course of action usually taken as a desperate last resort – was affected by the brain tumour which was possibly beginning to cloud his judgement, and would kill him before the end of the war.

The ships of PQ17 had already beaten back bombing raids from German airfields in northern Norway, and U-boats were foiled by a combination of clear weather and calm seas, in which they presented easy targets, to say nothing of the diligence of the escorting anti-submarine ships.

But with the withdrawal of the cruisers and the screening destroyers, the gathered 'ice devils' U-boats were able to shadow the convoy with a great deal more ease, beaming homing signals to other submarines as well as large formations of bombers.

The convoy, still with the smallest escorts (corvettes, armed trawlers and AA ships) split into several groups, and began to spread out seeking the protection of bleak islands or the pack-ice to the north.

The stragglers were quickly mopped up, as wave upon wave of bombers and prowling submarines picked them off.

The German efforts were unrelenting, as they were looking for a major coup – and PQ17 was the prize.

Ironically, the big German ships never showed up. They were only hours out of Altenfjord when they were recalled, the German Navy unwilling to risk their heavy forces.

And the Allied groups, battleships, cruisers and destroyers, had sped away from the convoy, making it impossible for them to rejoin them – even if they had remained together.

The total destruction of PQ17 was only prevented by the ingenuity and resolve of some of the masters and their crews, and the efforts of the remaining escorts.

With ships that were beached along the way, or abandoned to their fate in mid-ocean, less than a third of the starters actually made it through to the safety of Russia.

The fate of PQ17 had far-reaching effects.The need to keep the Soviets supplied was overridden by the need to avoid another disaster, described by Sir Winston Churchill as "one of the most melancholy naval episodes in the whole of the war."

Summer runs were deemed too risky, because foul winter weather provided far better cover for slow-moving merchant ships.

PQ17 also made an unanswerable case for proper air cover – the doomed convoy had just a catapult-launched Hurricane to rely on.

With escort carriers alongside, the threat of attacks by bombers would be reduced, and the chances of survival of a U-boat sitting on the surface, waiting for their prey to hove into view, would have been as bleak as the chances of the near-defenceless freighters of PQ17.

Sport

Boxers take RN club to the dizzy heights

Coach is proud of his squad

Q SHILLINGFORD is proud of the statistics and plaudits which his lads have amassed.

"Six Navy boxers have been ranked in six different weight categories in the top ten in England – and three have reached high rankings in the latest GB ratings," said Q.

"They also won five out of seven annual boxing shows."

He said the Inter Services was a major learning curve, with the RN taking another step towards competing with the Army on equal terms.

"We were very unlucky in some of the points decisions. Remember that every Navy boxer who entered the ring was up against a national champion or an international.

"The Army team are fortunate that their boxers are drafted full-time to the boxing team from September to May with over 40 boxers to choose from. However, this does not mean we cannot win."

There was disappointment for the 'Thin Destroyer', Scottish international Mne Jim Cusick (RM Poole), who won a second CSBA title, only for a broken hand to stop him entering the national quarter-finals.

But Mne O'Connell (CTC Lympstone) won his quarter-final with powerful hitting and fancy ringcraft. The 'Irish Hammer' lost 16-14 to England international and thrice champion David Dolan in the semis.

The Irish Hammer is now ranked GB No 4 and is on the verge of an England vest.

Skipper OM Kev 'Dynamite' Davie (HMS Collingwood) retained his GB No 5 ranking despite a controversial points defeat in the Inter Services, while OM Tony 'H Bomb' Hindley (HMS Ark Royal) is ranked GB No 3 and also on national selectors' minds.

Mne Dave 'The Hurricane' Tang (RM Poole) lost on points to England international Cpl Dean Frost in only his 15th bout, but has made No 11 in the all-England ratings.

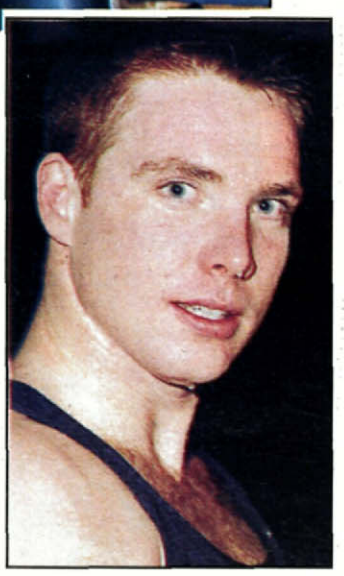
Another newcomer to this level was MEM 'Mad Max' Maxwell (HMS Temeraire), whose all-action bout against twice England novice champion L/Cpl Morrison earned him All-England rating of No 12.

Scottish international and England No 7 Mne Kev 'The Baby-Faced Assassin' Green (RM Poole) finished the season on a high after being picked to star in a documentary filmed by Flame TV for Horizon TV called Born to Fight, **to be screened on July 9 at 7pm.**

The 30-minute show will cover all aspects of amateur boxing within the Royal Navy.







● *Dave 'The Hurricane' Tang (top) in action. Above, Mne Kev 'The Baby Faced Assassin' Green (left) and 'Irish Hammer' Mne Mick O'Connell*

THE RN Boxing Association can now boast being the second most successful boxing club in England, with six boxers nationally ranked.

Three of them are ranked in the GB amateur ratings.

It has been more than a decade since boxing has been so prominent within the Navy and the ABA of England.

RN boxing coach POPT Q Shillingford, of HMS Nelson, explained to ***Navy News*** how the Association has progressed to becoming the most successful sport in the Senior Service.

"Dedication," said Q. "Like all things in life, if you put in the effort and have the commitment, then you will achieve.

"The boxers selected for the Navy team lead by example, demonstrating a disciplined awareness of both their professional Service duties and dedication to their mental and physical preparation to such a demanding sport.

"All boxers recognise they are ambassadors to sport representing the Royal Navy.

"The life of a boxer training for a championship can be lonely and very tiring.

"Remember, we have squad training weekends, that boxers and coaches are expected to attend, and all sessions are in the boxers' own time – in and around my day-to-day job as a PTI."

The normal routine could include a morning swim, run or track work from 0700 to 0800, with circuit or weight training, or possibly a technique session, between 1200 and 1300, and the days end between 1700 and 1830 with a boxing gym session or sparring.

"Dieting and early nights are also part and parcel of being a Navy boxer," said Q.

"The preparation for an event is paramount at this level of sport; I could not even think of putting one of my boxers into a contest unless he has had sufficient time to train and prepare, simply due to the high standard at which the Navy boxing team is now competing.

"The boxing team's success is not only down to the coach and the team – the association as a whole are equally dedicated.

"Chairman Col David Heaver, of RM Poole, is as enthusiastic and supportive as any association could wish for, and the Secretary, Lt Michael Norford, of HMS Raleigh, has been with the Association through rough and smooth and can now enjoy this long-awaited success.

"Lt Norford recently passed his International Refereeing Award and has already refereed a contest at international level.

"The newly-appointed team manager, Lt Brian Hayes, of HMS Collingwood, has a keen and professional manner which allows him to fit in well to the Association.

"I would also like to publicly thank RN Athletic and Boxing Coaching Administrator Steve Penberthy, of HMS Temeraire, for his hard work and dogged determination to get both sports within the RN to the highest level possible.

"Steven has been instrumental in setting up boxing gyms in every naval base in the country, and organising coaching courses.

"Every boxing gym in the Service now has an ABA coach. Without a doubt, these actions have resulted in the success of Navy boxing.

"The establishment and ship coaches have been excellent this season; all the boxers were well-prepared and very well coached.

"As you can imagine, I pay as much attention to the coaches in the corner and how they perform, as I do to spotting new talent in the ring, and the corner work has been very professional.

"I am looking forward to next season. The squad needed two seasons to shake off the cobwebs and get back on its feet. However, it will still take early mornings and late nights, weekend training and total dedication and commitment to achieve our goals.

"The team are already focused on winning the Inter Services, becoming national champions and representing their country.

"All the boxers have the added bonus that the national finals may be held in HMS Nelson next season, as are the Inter Services.

"The RNBA would like to thank all the Commanding Officers and Heads of Department for allowing the boxers time to prepare for their contests.

"Without their invaluable support the Association would not have achieved the success that it has done in the past two seasons. Many thanks.

"Remember the RN boxing motto: 'Don't think you can – know you can'."

New name rises to the top

WITH RN/RM climbing maestro Marty Hallet now a plain Mr, a new champion was crowned at the Naval Service's indoor climbing championship at The Warehouse in Gloucester.

Deployments meant many potential competitors were otherwise engaged, but there were still more than 40 competitors.

The prize for best overall climber went to C/Sgt John Snowdon (CTCRM), who also won the top veteran trophy.

Other winners were: Up to and including VS: Lt Rob Beadnell (HMS Collingwood); HVS to E1: Mne Dave Mustoe (RM Poole); E2 and above: C/Sgt John Snowdon; Best Female: Mus Sandra Jones (RMSm Portsmouth); Cotswold Team Challenge: CTCRM; Bouldering: C/Sgt John Snowdon; Best Fall: AEM Pazy Iqbal (RNAS Yeovilton).

The event was supported by sponsors realscared.com. High Places, planet fear, HB Climbing, Cotswold Outdoors and EAS.

For a full report of the event and results, see ***Navy News Online***.

Cricket staged in US capital

NAVY personnel have done their bit to promote cricket in the heart of the United States with a challenge match in Washington DC.

Commodore Nick Harris laid down a challenge to the NATO HQ Brits, led by Capt Nick Wright, based in Norfolk, Virginia, to raise a team of potential Beefy Bothams to entertain their American cousins.

The game was staged at the end of the annual RN/RM conference, also held in Washington.

Players were impressed by the never-ending line of spectators throughout the five hour match, though it was thought more likely the bemused onlookers were actually queuing to see the nearby Lincoln Memorial and other public monuments.

But, with stops for lunch, egg sandwiches with crusts – these things are so important to the ex-pat – the match was played in good spirit, and even the interruption of the President's Flight swooping overhead did nothing to blunt the concentration.

The British Embassy won by two wickets against a side in which eight of the 11 had not raised a cricket bat in anger since leaving school – and the onlookers were left scratching their heads at the antics of what they took to be an international baseball team on tour from Europe.



● *There has been a welcome double delivery for the Hopkins family. Chief AC Taff Hopkins, a celebrated Royal Navy rally driver, and his wife POWWTR Tracy Hopkins – a Combined Services and Royal Navy badminton player – were thrilled with the birth of their first-born, a daughter they named Freya. Shortly after that happy event, a little financial bonus was delivered by the Sports Lottery – a first prize of £4,000, though the windfall was provided in the form of a cheque rather than Mothercare vouchers.*

Skipper Moira retains golf title

COMMANDER Moira Hoath, Ladies captain and stalwart of Navy golf over many years duly retained her Navy champion title at Cumberwell Park Golf Club recently, *writes Cdr Gary Skinns RNGA Secretary*.

With one or two key players missing, particularly LWPT Wendy Briggs (injured) and CPOWWTR Riz Davies (abroad), Hoath was not expected to be pushed as hard as she had been in the last two years.

However, CPOWMetoc Carol McMurtry (RNAS Culdrose) produced some fine golf in finishing just one shot behind.

McMurtry took the nett prize with a commendable nett 73 – just two over par.

Lt Cdr Isobel Kent (DNR), recently returned from duties in Australia took the high handicap prize with an excellent 33 points.

The main success of the weekend, during which a match was played against the club, was that a total of 14 entries were received for the championship round, considerably more than recent years.

In the end 11 played, as one withdrew late for operational reasons and two others, travelling from Scotland, spent the day at Glasgow airport, courtesy of an airline which cancelled their flight, eventually getting them to their destination some nine hours late.

Of the newcomers, Lt Lauren Hulston (824 NAS), CPO Lee Poole (899 NAS) and WWTR Jackie Lang (Neptune) all look good prospects.

The match against the club resulted in a 3-1 win to the home team.

A couple of weeks prior to the championships, the Ladies team took on SPNRC at Southwick Park and again suffered a narrow loss, this time by two points to one; both Hulston and Poole played and performed well.

It is pleasing to report that RN Ladies golf appears to be on the up.

Meanwhile the men's team travelled north on the weekend prior to the Jubilee – and celebrated a week early.

At Bruntsfield Links, just outside Edinburgh, the team notched up a very noteworthy victory against the Lothians Golf Association.

While not the hosts' first team, they still produced some excellent golfers, and the winning margin of 11 points to 4 ranks as one of the best results against a county for many a day.

In the morning foursomes only one match out of five did not go the RN way, although one of the pairs did have to play well to save face.

The RNGA Secretary was called upon to make up county numbers owing to late illness, and when he and his partner were three up after 12 holes, there were some anxious RN faces.

The RN pair, who remain nameless, did however recover to win on the final green.

The afternoon singles were even more successful with five wins and four halved matched from the ten games recorded by the RN players

While difficult to single out players, Lt Cdr Darryl Whitehead (771 Sqn) had an excellent weekend at the top of the order.

Lt Terry Taylor (RNAS Culdrose) and CPO Steve King (Gloucester) teamed up well in the morning and both won their singles in the 'anchor' roles.

Veteran Cdr Ian Yuill (DNPCP) recorded the most convincing win, while Lt Cdr Kevin Seymour (899 NAS) achieved a 100 per cent record.

RN links with the club are strong, particularly after last year's very successful men's championships there, and once again the members' hospitality was second to none.

All attention now turns to Woodhall Spa from July 15-19 for what promises to be an interesting men's championship week.

Rugby squad end season on high note with a win

The ROYAL Navy Rugby League team bowed out of the Scottish Courage Cup with a well-earned victory over the RAF at RAF Halton.

After defeats by BARLA and the Prison Service, all involved with Navy Rugby League were keen to see the team do well against last season's Inter Service champions.

A stiff breeze blowing the length of the pitch made kicking tricky, and once again the men in dark blue failed to cope well with the kick off and conceded a scrum inside the 30-metre line.

The defence held at this first attack and made some progress before the RAF followed up a well weighted kick to touch down under the posts, scoring an easy conversion to leave the RN trailing 6-0.

Good work in all areas of the team lead to Cpl John Greening scoring a well-deserved try out wide, the try being unconverted.

The rest of the half was even, with a further converted try to the RAF leaving the score 12-6 at the break.

The Navy started the second half in positive mood, and with the slope in their favour quickly began to threaten the RAF line.

A break from centre field out to the left was halted by the RAF, but the ball was moved swiftly across the field before Mne Simon Lockley forced his way over the line under the posts, giving OM Whiskey Walker a straightforward conversion.

The try spurred the Navy on and, as they grew in confidence, the RAF began to stand off the tackles, allowing the Navy to gain ground almost at will.

Another break saw MEA Neil Chapman beat the whole RAF defence to score a terrific solo try.

With Whiskey Walker again converting, the Navy were now, at 12-16, in the lead for the first time.

Pressure was applied to the RAF line, and it was not long before the visitors scored again with a debut try from AEA Danny Coffey, who was on as a substitute.

As the RAF began to press for a score to bring them back into contention, terrific Navy defence held them at bay until they notched a contentious try, which they failed to convert.

With ten minutes left the Navy led by four points, by now breaking down the attacks of the tiring hosts with some ease.

The killer blow was a 35-yard penalty, against the wind, once again by Whisky Walker, which knocked the stuffing out of the RAF, taking the score to 16-22 and a well-deserved win for the Navy.

This result is a massive boost for the Royals ahead of September's Inter Services competition.

July is a busy month for RNRL, with the annual Inter Command championships at HMS Dryad on July 3, the first 'Origin' match between the Western Commands and Eastern Commands at Burnaby Road (July 18) and the Royal Marines v Paras fixture at Colchester (July 24).

Further information can be obtained from CPO Keith Humpleby on 023 9272 7749 (mil 9380 27749).

Squash AGM date

THE ROYAL Navy Squash Rackets Association AGM will take place in the United Services Portsmouth rugby clubhouse on Friday, July 12, starting at 1000.

All items for the agenda, including reports from representative team captains/managers and Command/area representatives, should be forwarded to the RNSRA Secretary, Lt Cdr D.M. Cooke, at HMS Temeraire by Monday July 1.

Submariners try life on the roof Down Under



● *Royal Navy submariners try life on the surface during a kayak expedition to New Zealand*

WHILE many are aware that 'Submariners go deeper', Cdr Ian Stallion, the Head of the RN Submarine School at HMS Raleigh decided it was time that he and five of his staff tried life on top of the water.

Cdr Stallion led a kayaking expedition around New Zealand's Coromandel Peninsula, made possible by establishing close links with Lt Ross Hickey, the RNZN Fleet Sports Officer.

The RNZN's WO Paul Rennie set up these links during the annual Long Look exchange between British and Australian/New Zealand personnel.

The rest of the kayak team was Lt Cdr Chris Warn, Lt Stu McDougall, Lt Chris Taylor, WO Dennis Collin and CPO Nobby Clarke, and they were joined by six Kiwis.

Previous sea kayaking experience amongst the RN contingent ranged from none to "not very much", so within hours of arrival in Auckland, the team were training in the harbour.

Only one (who shall remain nameless) reverted to type during capsize drills, and tried to get back underwater.

The team paddled for approximately six hours a day and often had to camp in the middle of nowhere to prepare for the following day. Every piece of clothing, food and equipment used had to be transported in the kayaks.

After six days, 150 km and numerous aching limbs, the group completed their task.

Highlights included catching, smoking (and eating) fresh fish and a one-night camp in the grounds of a Maori school.

Having been welcomed in traditional Maori fashion, the submariners were able to reciprocate and spent the following morning teaching the school children the basic principles behind the workings of a submarine.

Trophy double for swimmers

SWIMMERS have scored a notable double by taking trophies for the best individual and team sports performances of the year.

The NATO Cup, which dates back to 1965, is presented to the individual in Royal Navy sports whose performance during the year has been deemed of greatest merit, with consideration also being given to the candidate's record in sport prior to the season in question.

The winner for 2001 was CPOMEA Mike Nolan, who joined the Navy in 1990 as a 19-year-old with membership of the England U19 squad already on his sporting CV.

He had taken a six-month break to decide whether to join the Navy or try for a top-flight swimming career – and the senior rate, currently serving in HMS Southampton, went for the Forces.

He has won gold at European level, and four medals at almost every Inter Services championship over the past 12 years.

Mike was a key member of the RN swimming team which was awarded the Sports Control Board Cup for 2001.

The team produced the biggest win in Inter Services swimming history, with a winning margin of 39 points – only three members of the team did not bag a medal.

The final haul was eight individual golds, eight team golds, four silvers and six bronzes.

Chief architects of a famous victory were RN coach CPO Gary Thomas and Chief Team Coach, ex-Charge Chief Sam Wakefield.



● *Second Sea Lord Admiral Sir Peter Spence presents the NATO Trophy to CPO Mike Nolan*

And although it was a strong team effort which won the day, swimmers such as WO Nick Vaughan. Lt Kev Walsh, CPO Nolan, S/Lt Alister Witt, OM Ian Fairhurst, PO Georgina Essam and many others contributed greatly to the award.

This is the first time one sport has won both trophies, which were presented by Second Sea Lord Vice Admiral Sir Peter Spencer.

Quality not quantity

ENTRIES were again at a disappointing level for the RN and RM martial arts championships at RNAS Yeovilton – though Royal Marines participation was up.

A total of 35 people entered the various events, and the competition opened with individual pattern/kata contest, in which there was a vast improvement in entries.

The team event was won by the Royal Navy, led by CPO Keith Quigley, which narrowly beat the Royal Marines team under the leadership of WO Tich Eaton.

The karate kyu grade started the day's sparring events, and brought a Royal Navy v RM final between POPT Paddy Ireland and Capt Graham Adcock, the Navy man emerging as the winner.

After a short break the taekwon-do kup grade sparring began, and standards among the 17 entrants were high.

In another RN v RM final, it was the Royal who proved the better man, with Mne Dave Monaghan beating OC Paul Guscomb.

In a small field, Inter Services Black Belt champion Mne Andy Lister took the taekwon-do dan title, while the only two female competitors impressed with their performances in karate (WEAM Michelle Jensen) and taekwon-do (MA Dawn Herbert).

■ For more details, see Navy News Online

Ten go climbing in deepest Wales

A TEAM from the Maritime Commissioning Trials and Assessment team (MCTA) have completed a hill-walking expedition in Snowdonia

The ten-strong team began Day One in heavy showers, strong winds and a temperature at the first summit of three degrees C.

Led by CPO Mac McMillan, the team bagged four summits over 3,000ft on the first day, returning to base in heavy rain after seven hours walking.

The second day brought an improvement in the weather, with only light showers and winds of 20-30mph.

But as the first summit was approached, the sun disappeared, the wind picked up and it started to snow, preventing the challenging leap between the two rock pillars known as Adam and Eve.

The evening was spent drying out in front of a log fire after another five wet and cold hours out on the fells.

On the third and final day the group split into two, with the adventurous types taking the walk along the knife-edge ridge of Crib Goch at 3,022ft, led by Mac, while the more sensible souls took the Pyg Track, led by Lt Mandy Miller.

At least one member of the ridge walkers took to all fours.

Both teams bagged another three 3,000ft summits and tackled Snowdon before they headed for base after seven hours.

By the time the group had returned to Portsmouth they had a total of eight 'Monroes' (peaks over 3,000ft) and the experience of almost 20 hours on the mountains in all conditions.



● *HMS York hold its own Brickwoods gun run contest while on deployment at sea. The 'old men' of the CPOs Mess handed out a lesson in teamwork to the youngsters, scoring three clear rounds and the fastest time of 1m 31s*

Heron rule the roost at field gun contest

THE PRESENCE of a team of Army gunners did not put the Navy crews off their game plan as HMS Collingwood staged its annual Field Gun Day

As well as a khaki entry, teams from Abbey Wood and Gibraltar entered, making it the first ever tri-Service field gun competition.

But it was the air station of HMS Heron which proved best on the day, taking the Brickwoods Trophy with a time of 1.22.13, a fraction ahead of BRNC Dartmouth, who clocked 1.22.18.

HMS Sultan B managed the last penalties – keeping a blank sheet – while HMS Heron also won the title of Best Fleet Air Arm Crew.

Collingwood provided the best B crew, while their colleagues in the A team took the aggregate cup as well as posting the fastest time – 1.19.92.

Plate 1 went to Collingwood B, while HMS Dryad A took the Plate 2 title.

The Trainers Cup was won by PO Alloway of HMS Heron.

More than 3,000 people flocked to Collingwood to see the event, and enjoyed a range of other entertainment, including an RAF Dog display and the Tigers Motorcycle Display.

RAF sunk at Service regatta

ROYAL Navy rowing teams have notched good wins against Armed Forces rivals in the annual Joint Services Regatta.

The Senior Service exerted their supremacy over the RAF, beating them in every event, and pushing the Army hard in many categories.

MID B. Lipeszki won the Novice Single Sculls, closely followed down the course by Lts Karen Allsford and Lou Thatcher, who won the Women's Open pairs race.

In the battle between the Women's Captain of Boats from each Service, Lou Thatcher stormed down the course to win the Open Single Sculls, well ahead of the Army.

The squads and event was sponsored by NAAFI.

Crews also scored victories at other events around the country.

A coxed four from Thunderer Squadron engineering students won at Coate Water park, and at the Putney Town Regatta Lt Peter Harford-Cross won the men's S3 Single Sculls and Karen Allsford and Lou Thatcher won the Women's S3 Pairs event.

Training and regatta racing continues through the summer; potential rowers should contact team captains Lt Chris Coles (men; 702 NAS) or Lt Lou Thatcher (women, HMS St Albans, BFPO399).

SUMMER DAYS

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Princely partners

HMS ARK Royal (top) in company with HMS Sheffield and the Spanish carrier Principe de Asturias at the end of the NATO Exercise Dynamic Mix in the Mediterranean.

Asturias' typical air wing would include Harrier jets and Sea King helicopters, including two Airborne Early Warning aircraft.

First woman earns Green Beret

A CAPTAIN in the British Army has become the first woman to win a coveted Green Beret, as worn by the elite Royal Marines Commandos.

Capt Pip Tattersall of the Adjutant General's Corps, completed the arduous All Arms Commando Course at the Commando Training Centre Royal Marines (CTCRM) at Lympstone, Devon.

The course is open to trained ranks from all three Services, male and female, who wish to serve with 3 Commando Brigade.

She passed her Commando tests on May 31 and was awarded her Green Beret – although that does not qualify her to join the Royal Marines; qualification for the Green Beret does not automatically confer membership of the Corps on the successful candidates.

Capt Tattersall first attempted the course in March last year, but was withdrawn in Week 7 of the eight-week course.

Her second attempt in July 2001 ended when a back injury prevented her from continuing the training.

She returned for a final attempt in May, rejoining the course at Week 5.

Her success means Pip is now eligible for work in either combat support or combat service support areas of 3 Cdo Bde.

As is traditional, she will continue to wear her parent unit's cap badge, but on her green beret.

In order to join the Royal Marines, a candidate would have to join the Corps as a recruit or an officer, and complete a six-month basic training course (for recruits) or a year-long course for officers.

❑ Five RN personnel have lately passed the Commando Course. They are Surg Lts Graham Bryce (45 Cdo, Arbroath) and Callum Arthur (40 Cdo, Taunton), Lt Roger Green (42 Cdo, Bickleigh), Lt Steve Clarke (RM Barracks, Stonehouse) and MA David Milne (Fleet Protection Group, HMNB Clyde.



● *Capt Pip Tattersall crosses the 6ft wall during the final stages of the All Arms Commando Course at CTCRM Lympstone*

TWO DIE IN HELICOPTER CRASH



● *Lt Cdr Rod Skidmore*



● *Lt Jenny Lewis*

TWO aircrew died when a Lynx helicopter from HMS Richmond crashed in the Western Atlantic.

They were the aircraft's pilot, Lt Rod Skidmore, and observer, Lt Jenny Lewis. Despite an extensive search by UK and US ships and aircraft, they could not be found and it was presumed they had died in the accident.

The other member of the crew, an RN photographer, was rescued by a US helicopter without serious injuries.

A Board of Inquiry has been convened. Lt Skidmore was married with two children. Lt Lewis was single. The ship's Lynx flight was based at Royal Naval Air Station Yeovilton.

Early trial torpedo blown up in Solent

A RN bomb disposal team (SDU 2 at Portsmouth) carried out a controllled explosion of what was believed to be a trials torpedo dating from around 1900.

It was located 19 metres under The Solent, buried deep into the seabed about two miles north of Ryde, Isle of Wight. A fishing trawler had caught its nets on the device.

Although trials torpedoes are 'dummy' devices which do not contain explosives, it was decided to detonate this one as it caused an obstruction to trawlers and fishing vessels. It was buried too far beneath the seabed to have been easily retrieved

A 1km exclusion zone around it was in place for about 30 minutes while the disposal team blew it up with 4lb of plastic explosives.

❑ Trials torpedoes such as these are not an uncommon find in The Solent as Gilkicker Point off Gosport was used as a trials area in the late 1800s/early 1900s.

Naval base partners sign £650m deals

CONTRACTS for partnering services at Portsmouth and Devonport Naval Bases were signed last month by the Ministry of Defence, Fleet Support Ltd (FSL) and Devonport Management Ltd.

The 11-year contract at Portsmouth is valued at about £350m for the first five years, with the further period being subject to satisfactory performance review.

In addition, FSL – a 50-50 joint venture between BAE Systems and Vosper Thornycroft – has secured an extension to its RN ship repair and maintenance contract at Portsmouth valued at up to £25 million a year, with potential for considerably more.

In placing the contract with FSL, Commodore Paul Boissier, Portsmouth Naval Base Commander, said: "I welcome this partnering agreement wholeheartedly.

"It will do much to increase the competitiveness of Portsmouth Naval Base as a centre of excellence for ship repair."

It was a final act by Cdre Boissier in overseeing plans for the modernisation of warship support at Portsmouth. Promoted Rear Admiral, he is succeeded by Cdre Amjad Hussain and is now appointed NATO's Deputy Commander Naval Strike and Support Forces Southern Europe.

At Devonport, where a similar deal was made, Cdre Ric Cheadle said: "Here we have a long and successful track record of working closely with DML and this contract further cements this important relationship.

"I look forward to working with DML to ensure that together we provide the very best service to the Fleet and best value for the taxpayer."

A comparable contract has been signed with Babcock Naval Services at Clyde Naval Base.

Two more years for widows' pilgrimage

VETERANS Minister Dr Lewis Moonie has agreed, at the request of the Royal British Legion, to extend the War Widows Pilgrimage Scheme by another two years to March 31, 2005.

The scheme is administered on behalf of the MOD by the RBL. It was introduced in 1985 to provide financial assistance to Service widows whose husbands were buried overseas during the period 1914-67, to allow them to visit their graves. It pays nearly 90 per cent of the cost.

So far over 4,000 widows have taken up the offer and demand has been such that it has already been extended four times.

Said Piers Storie-Pugh, head of RBL's Remembrance Travel service: "We are delighted that the Government funding will continue because it means so much to the wives of men who died serving their country."

❑ Contact Remembrance Travel on 01622 716729/182 for details.

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Published by Navy News, HMS Nelson, Portsmouth, and printed by Portsmouth Publishing and Printing Ltd, the News Centre, Hilsea, Portsmouth PO2 9SX



YOUNG READERS CLUB

The GANG PLANK Club

SUMMER SPECIAL EDITION

RINGING RESCUE!

The RNLI has told us about Amanda Kelly who got her Dad rescued by using his mobile phone.

7 year old Amanda and her Dad had been exploring on some slippery rocks near Whitely Bay in the North East. Her Dad slipped and hurt his back. He couldn't move, so quick thinking Amanda got his phone from his pocket and rang 999. She kept calm and asked for the Ambulance service. Then she stayed on the phone and even guided the lifeboat to the right spot.

Amanda's Dad was taken to hospital by helicopter and thankfully made a full recovery.

Amanda did really well and it just shows that everyone needs to know what to do when someone is in trouble.

BE SAFE WITH WATER...

Did you know?

Every year, on average, over 1,500 children are rescued by RNLI lifeboats.

Make sure you and your friends don't have to be rescued during the summer - **remember the four point water safety code**

- **Spot the dangers**
- **Pick up advice**
- **Learn how to help**
- **Always go together - don't go alone**

For lots more information log on to the RNLI web site at www.lifeboats.org.uk

NAVAL FIREFIGHTERS



Well everyone knows that fire engines don't go to sea! So, what happens if a fire breaks out on a Royal Navy ship? Who fights the fire? Who rescues people?

To find out we went to meet the Fire Fighting Instructors at RN NBCD, at Whale Island in Portsmouth.

Whats' NBCD? It stands for Nuclear, Biological, Chemical Defence and Damage Control.

Who do the Instructors train? Every person in the Royal Navy who goes to sea must pass a Basic Sea Safety course. Fire fighting is part of that important course. All new entry trainees spend 2 full days learning about fire fighting.

How do they train? At Whale Island there's an amazing new training building. Inside are huge units set up just like ships. By using computer controls Instructors can set off fires in any of the rooms to make it seem like a real emergency.

Search and Rescue - this is one of the exercises the trainees must do. They must navigate their way round a smoke filled room and locate a casualty. We watched as they put on their Fearnought suits, these are made of wool and protect the body. Then they put on breathing equipment and got ready to enter one of the units.

To make it very real the unit is dark and hot, and the masks of the breathing equipment are covered leaving the trainees not able to see much at all.

In a real fire there would be lots of smoke so the first people to enter that part of the ship, called the pathfinders, will lay out a guideline. Everyone then attaches his or her own personal lines to the guideline.

We saw the trainees all clip on ready to go into the unit. There's lots of talking, but it's not just a good gossip! The trainees go in one behind the other and it's really important that the person in front tells the next person what they have found and what to avoid.

When a casualty is found they are given air to breathe. This is done with equipment called an ELSA. It's a big mask that's put over the casualty's head and air is pumped in. Then the casualty has to be got out into fresh air as soon as possible.

You can't call out the fire brigade at sea - so, all of the trainees are taught to fight fires. As you can imagine, on a ship there could be all sorts of fires, an electrical fire in the operations room, a fire in the mess, a fire in the galley or a fire in the engine room.

Anyone finding a fire makes sure they raise the alarm but they also have to start fighting the fire. They will be helped very quickly by the Standing Sea Emergency Party. The Party is selected from the ship's company and will be training all the time in case they are needed.

We think the training looked pretty hot and hard work but all of the Instructors were very experienced and were always on hand with excellent advice.

A big thanks to Warrant Officer McLinn for his help with this feature.



How was it?

We asked Leading Wren Writer Gay what she thought of the search and rescue exercise. She looked pretty hot and tired in her suit.

"It's hard to find your bearings!"

"I found it very disorientating"

"You don't know what's in there!"

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RESCUES AREN'T JUST FOR PEOPLE!!

No special "rescue" edition would be complete without looking at animal rescues.

All sorts of animals get themselves into trouble and need human help to get out of it. Sometimes, sadly, it's humans that cause the problems for animals.

Let's take a look at just a few of the many organisations that work to rescue animals:

Swan Rescue Sanctuary

This is the largest purpose built Swan rescue centre in the UK. It's based in Dorset in the South West.

The centre offers 24 hour rescue, a large sanctuary of 40 ponds and lakes, hospital and intensive care, 3 fully equipped rescue ambulances and rescue water craft for all emergencies.

Over a normal 12 month period the centre averages 4.5 incidents per day

every day of the year, that's over 1600 rescues per annum. Since opening in 1994 its dealt with over 12 thousand incidents, some have been false alarms but most were genuine where the swans needed help.

For more information log on to www.swan-rescue.fsnet.co.uk

Born Free

The Born Free Foundation is an international wildlife charity working with compassion to prevent cruelty, alleviate suffering and encourage everyone to treat all individual animals with respect. Born Free believes wildlife belongs in the wild and is dedicated to the conservation of rare species in their natural habitat, and the phasing out of traditional zoos.

To read more about the rescue and rehabilitation of some amazing big cats log on to www.bornfree.co.uk

British Divers Marine Rescue

This voluntary organisation was formed when, when in 1988, a few divers got together to help marine wildlife. Now it offers a 24 hour rescue service to help return seals and other mammals to sea when they are washed up on beaches and help in other marine disasters.

The organisation also trains Marine Mammal Medics.

To find out more about BDMLR's valuable work log on to www.bdmir.org.uk

TOP FILMS... ...FOR RAINY DAYS

It's Britain so it won't be sunny every day of the holidays!!

In case you get stuck for something to do here's a quick run down of the top movies out this summer:

Men in Black II - reckoned to be a good follow on MIB I, might be pretty gory, it's a PG 13

Stuart Little 2 - as the trailer says "a little goes a long way". What is this tiny animal up to now?

Lilo and Stich - looks like another cuty from the Disney studios

Scooby Doo - will it be as good as the cartoon? Lets hope so!

Have fun! Don't eat too much popcorn

QUICK QUIZES!

QUIZ ON THE WATER

1. What are the nautical terms for the left and right sides of a boat?
2. What is the short name for the boat with inflatable sides often used by the RNLI?
3. What is a white ensign?
4. In what city would you find HMS Victory?
5. In a boat where do you find the bilges?
6. What river runs through London?
7. In what part of the country do you find big areas of water called lochs
8. Where would you find the Eddystone lighthouse?
9. What sort of boat is a Schooner?
10. What was the name of the last Royal Yacht?

FIRST AID FROM BBC

Do you remember the excellent TV programme 999?

Well, the BBC has a great web site from the series. You can look up some of the programme features but, best of all, you can take an interactive First Aid course.

Everyone should learn First Aid and this is a good taster. There's lots of info about getting more training on the site too.

So log on to www.bbc.co.uk /health/999

Water Quiz Answers
1. Port and Starboard 2. RIB 3. A flag
4. Portsmouth 5. The bottom of the boat
6. Thames 7. Scotland
8. In the English Channel, off the South West coast of England
9. Sailing boat with two or more masts
10. Britannia

Unscramble for Action Answers
Stretcher, Rope, Blanket, Torch, Bandage, Telephone, Helicopter

YOUNG READERS CLUB

All new members enrolled in the Club will now have Membership that lasts until their 16th Birthday.

Members of the club will be able to use their membership cards to obtain discounts on entry to many local attractions and events throughout the Year, both in their own locality and nationwide. Our new style coupon reflects these changes - see below

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CLOSING DATE FOR ENTRIES : 26TH JULY 2002
The Editor's decision is final - relatives and employees of Navy News are ineligible to enter.



We've Turned the Search Light on!

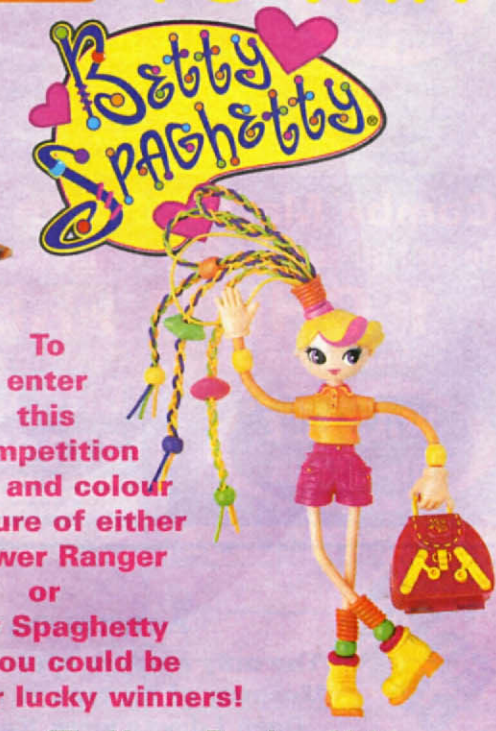
It's shining on...
PAUL KITCHEN
Member No. 1336

Well done Paul. Send us a photograph of yourself for our **'Picture Board'**, and a 'Cool' prize will be on it's way to you.

Look out for the Search Light every month!

PRIZES TO WIN BANDAI **PRIZES TO WIN**





To enter this competition draw and colour a picture of either a Power Ranger or Betty Spaghetty And you could be one of our lucky winners!

To enter send your picture to: **'The Young Readers Club'**
Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH
Closing Date 4th August 2002
The Editors decision is final. Relatives and employees of Navy News are ineligible to enter.

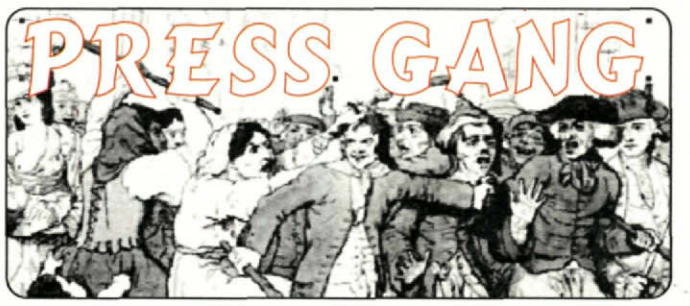
Birthday Congratulations!

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Damien Karnstein
Rebecca Youngs
Joe Hollis
Alexander Napper
Charlotte Cooper
Sophie Luke
Daniel Desborough
Veronica Mollitt
Alex Barker
James Wafer
Emma Roberts
Neil Hamp
Simone Perren
Mathew Keir
Lee Jowle
Zara Roberts
Megan Hughes
David Haselden
Alex Harrison
Emma Legg
Heather Parkinson
Bradley Hartill
Daniel Jones
Adrian Cook
James Hall
Martin Phillip
Darren Pullen
Andrew Preece
Sean Riley
Jacob Harrison
Lucinda Davis
Stephanie Ayton
Jacob Child
Kate Sargeant
Hannah Davis
Bailey Luscombe
Aaron Ratford
Thomas Freeman
Gary Howe-Sampson
Capri Childs
Sarah-Jayne Humphreys
Phillip Cook
Harry Hawkins
Daniel Mercer
William Salomon
Phillip Hobbs
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Charlotte Hook
Peter Stone
Megan Andrews
Nicholas Gazzard
Roxanne Richardson
Coelina Burrows
Emma Jinks
Andrew Walsh
Roberta Carroll
Stephanie Billing

PLACES TO GO, THINGS TO SEE!!

There's so much to do and see in the school holidays that it's difficult to know where to begin!
The crew at Young Readers' pages has put together a whole fistful of great offers for you to use. Don't forget to write or e-mail us and let us know what you get up to!
Here are some dates of some great events you might want to put in your organisers

1-4 July Royal Show, Stoneleigh Park, Warwickshire - all the best things from the British countryside
5 July Winchester Hat fair, Hampshire - held in the streets of Winchester there's fun to be had by all!
5 July Tudor Cookery Days, Weald and Downland Museum, Singleton, W Sussex - a chance to step back into history at this great museum, watch out there may be some funny smells!
7 July British Grand Prix, Silverstone, Northamptonshire - if you can't persuade your Dad to take you then catch it on the telly!
14 July Party in the Park, Leeds, West Yorkshire - held in Temple Newsam Park, this is the biggest party in the North of England
14 July Woolacombe Sandcastle competition - if you're on holiday in the West Country held to the seafront in Woolacombe for this crazy event.
14 July Family Coast and Countryside Festival, Souter Point Lighthouse, Whitburn, South Shields - a host of coastal and countryside activities
17 July Big Batty Walks, London Wetland Centre, Barnes, London - check out loads of species of bats
20 July - 21 July Royal International Air Tattoo, Fairford, Gloucs - the biggest military airshow in the world!
3 August Children's Open Day, Maritime Museum, Ramsgate - Lots going on for all the family
4 August Chester Races and Family Fun Day - an unusual day out
15 - 18 August Cutty Sark Tall Ships Race, Portsmouth, Hampshire - over 60 Tall Ships race into Portsmouth, loads of activities in and around Portsmouth Harbour.
24-26 August Crewe Carnival, Crewe, Cheshire - 2 day event with processions, music and fireworks
24-26 August Great Dinosaur Hunt, Dinosaur Museum, Dorchester, Dorset - Fascinating fun and a mystery to solve!



Thanks to everyone who wrote asking to joining the Press Gang, we're really enjoying all your stories. Keep them coming!

Press Gang member FAYE ELLIOT-SAUNDERS reports...

This month's Press Gang report comes from Faye Elliot-Saunders who went on a weekend away with the Sea Cadets on HMS Bristol.

Here are the highlights of her report...

" I'm fourteen and I have epilepsy. I joined the Sea Cadets one year ago, my illness has never stopped me joining in all the activities that are on offer to me".

"We all met at the Unit, TS Southampton. It was a wet evening as we all packed the bags into the minibus and set off on our journey".

"When we arrived a man at the entrance of the Navy base said the chief had to book us all in. The man at the base wore camouflage uniform and carried a large gun".

"We were shown to our mess - there were three bunkbeds and our mess was for 40 girls. It was very cramped and small".

"Always at 9.00 an alarm would sound and also a fire alarm and an evacuate alarm".

"Saturday morning we went through the drill routine after breakfast and then in the afternoon we spent all our time polishing our boots and cleaning our uniforms".

"Sunday morning, and it was the day of the competition - we were all up at 7.00 and as I am always awake I was up at 6.30, in the shower and I dressed quickly".

"We put on our best uniform and we all looked very smart. The armed drill went first and we were last to go (always save the best to last!) I was very nervous - we couldn't sit down in our skirts because of the risk of getting them creased".

"We did the drill routine, when walking off the parents cheered. We won the piping and the unarmed drill. We were over the moon!"

"I enjoyed my weekend - it was long and hard but I can't wait for the chance of doing it again one day."

If you want to read more of Faye's story log on to the young reader's pages at www.navynews.co.uk

We're still looking for this year's Press Gang members. All you have to do is write Captain Plank a report about one of your favourite subjects. Your report must be no longer than 200 words.

Write your name and address on the back of the paper and send it to The Press Gang at the Gang Plank Club, Navy News, HMS Nelson, Portsmouth, PO1 3HH.

A special panel of judges will read your reports and then choose two lucky members to go on special assignments.

So, what are you waiting for? Press on with your writing.

Drayton Manor Family Theme Park
BUY 2 GET 1 FREE
Buy any two adult passes and get the third FREE
01827 287979 Tamworth, Staffordshire
www.draytonmanor.co.uk
Not valid Bank Holidays, photocopies not acceptable. Only one voucher per person, not valid in conjunction with any other offer, car visitors only, coach rates do not apply. Valid until Nov 3rd 2002

Crealy Adventure Park
BUY 2 GET 1 FREE
Buy two passes and get the third FREE
01395 233200 www.crealy.co.uk
Exeter, Devon
Not valid Bank Holidays, photocopies not acceptable. Only one voucher per person, not valid in conjunction with any other offer, car visitors only, coach rates do not apply. Valid until Nov 3rd 2002

Pleasureland Southport
BUY 2 GET 1 FREE
Buy any two adult wristbands and get the third FREE
Marine Drive, Southport PR8 1RX
www.pleasureland.co.uk 08702 200204
Not valid Bank Holidays, photocopies not acceptable. Only one voucher per person, not valid in conjunction with any other offer, car visitors only, coach rates do not apply. Valid until Nov 3rd 2002

Folly Farm the BIG family day out
Folly Farm, Begelly, Kilgetty, Pembrokeshire
Telephone: 01834 812731
THIS VOUCHER ALLOWS ONE FREE ENTRY
To members of the Navy News Young Readers Club
Folly Farm the BIG family day out in Pembrookeshire
Valid from 23 March to 3 November 2002

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1 CHILD FREE!
When accompanied by a full paying adult
Wookey Hole Caves, Wells, Somerset BA5 1BB
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Open daily from 10am
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Standard price £6.75
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with paying adult
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Not valid Bank Holidays.
Valid throughout 2002